

# GRAIN DEALERS' JOURNAL

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Vol. V. No. 12.

CHICAGO, ILL., DECEMBER 25, 1900.

FIVE CENTS PER COPY.  
ONE DOLLAR PER YEAR.

## REGULAR GRAIN SHIPPERS.

To merit the patronage of regular shippers, receivers should confine their business to regular dealers.

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MILLING CORN, WHITE AND YELLOW  
MIXED AND WHITE OATS

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Elevators in Central Illinois on Wabash, C. & A.  
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JOURNAL**

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Our Special Brand of White Oats  
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Grain Warehouses at Kentland, Beaver City, Earl  
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Offer us your grain; consign it, or ASK FOR BIDS.

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Elevator Capacity 500,000 Bushels.

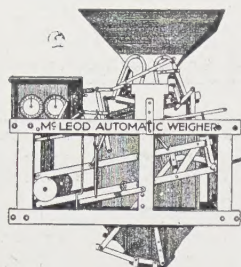
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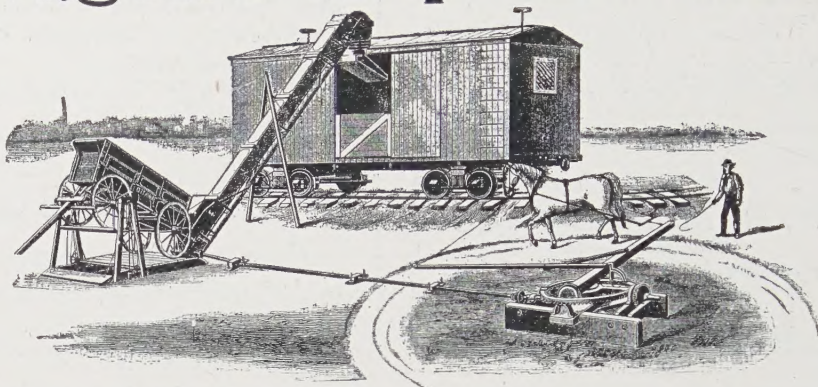
Our automatic grain weigher weighs accurately all the time.

Can we interest you in this money saver?

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Grain of all kinds can be elevated to cars, cribs, or any part of barns. All of this can readily be done by any one who can handle a team. At stations where regular elevators are installed this machine can often be very profitably employed in busy seasons as a supplement to the regular elevator. Write for catalog and prices.

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MODERN IN EVERY DETAIL, BUILT FOR, AND OFFERED TO MODERN GRAIN HANDLERS.

MAXIMUM OF CAPACITIES. MINIMUM OF SHRINKAGE.

GUARANTEED SUPERIOR IN EVERY DETAIL TO ANY MACHINES FOR THE PURPOSE NOW ON THE MARKET.

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Write for Circulars, Prices and Particulars.

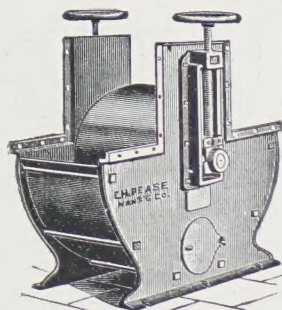
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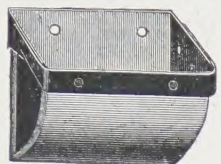
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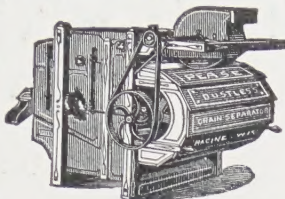
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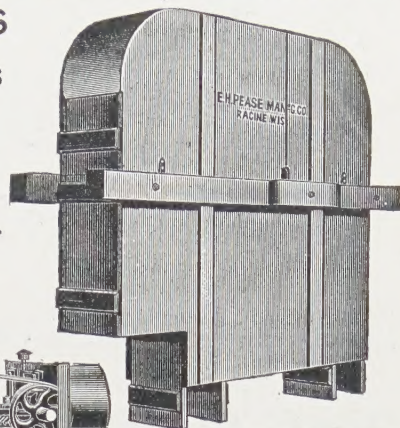


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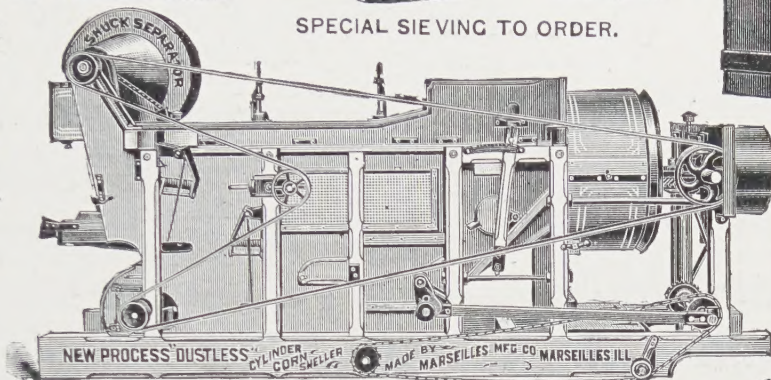
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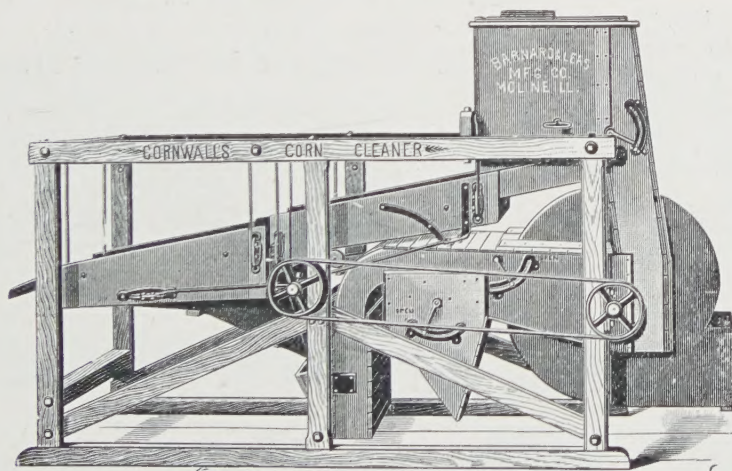
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**THE CORNWALL CORN CLEANER**

Cleans Corn Cleaner with one operation than any other machine.

Saves Screenings for Feed.

Is Dustless, Light Running and Durable.

Use it and your Corn will never miss Grade.

The above Points and many others are fully described in our Illustrated Circular. Send for one.

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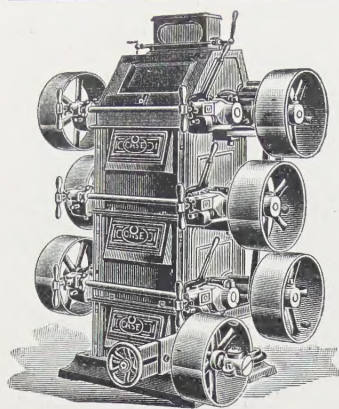
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And deal in all kinds of ELEVATOR SUPPLIES

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Mill Builders and Mill Furnishers  
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**Three-Pair-High Feed and Meal Mill.**

SIMPLE AND DURABLE IN CONSTRUCTION.

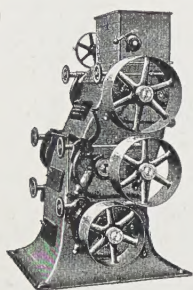
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MAKES IT A MONEY EARNER.

COMPLETE CORN GOODS PLANTS A SPECIALTY.

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3 PAIR HIGH 6 ROLLER MILL.

## Feed Mills Roller and French Buhr.

For Durability, Simplicity, Large Capacity, Uniform Grinding and Light Running, our Mills are Unexcelled.

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THREE ROLL-TWO BREAK MILLS—2 sizes,  
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And 85 Sizes and Styles of BUHR STONE MILLS.

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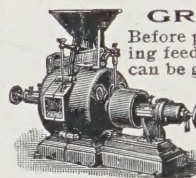
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Special Introductory Prices.

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Before purchasing a mill for grinding feed or meal, or anything that can be ground on a mill, write us for catalog and discounts. Guaranteed and shipped on trial.

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In using this book the dealer minimizes the chance of making errors by posting from original entries.

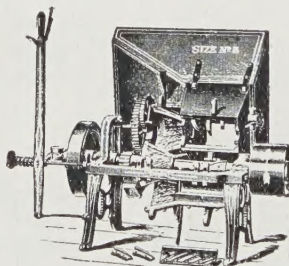
The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½ x 15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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Have you any off-grade grain to grind?

It's a good way to get your money out of it.

Do your customers want Corn Ground, Cob and all?

Curious if they don't.

Do you want to grind Kaffir-corn in the head?

The Bowsher Mill is the best all around feed grinder in the market. It is the lightest running. Sold with or without sacking attachment. Seven sizes, ranging from 2 to 25 h. p. Improved for this season. Always good; but better, now.

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**GUARANTEED  
LARGEST CAPACITY  
FOR POWER  
CONSUMED.....**

Wide Bearings.

Splendid Belt Contact.

Simple and Convenient Adjustments.

Can be driven on either side from a shaft running in either direction.

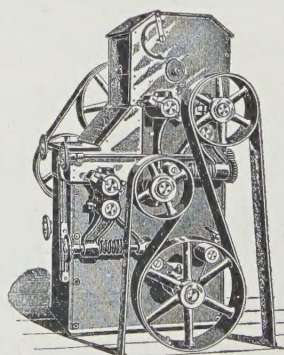
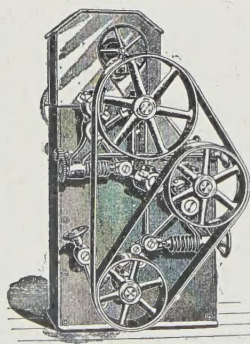
Sent on 30 days' trial to responsible parties.

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PROPRIETOR

## Nicollet Island Steam Boiler Works

Automatic Sprinkler Tanks a Specialty.

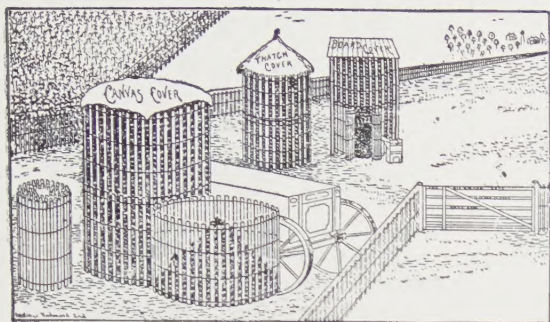
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At one cent per bushel.

**PORTABLE,  
STRONG.**

Warranted to last 20 years.

**SAVES LABOR AND EXPENSE  
TO THE CRIBBER.**

**SELL QUICK AND BRING GOOD PROFITS. SIX SIZES. AGENTS WANTED.**

Write at once for Prices and Discounts to Shippers.

Mention this paper.

**ELLIOTT & REID CO., Richmond, Ind.**

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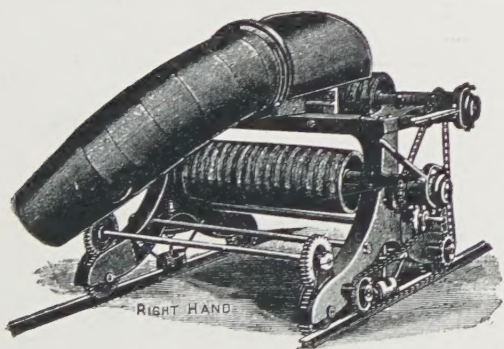
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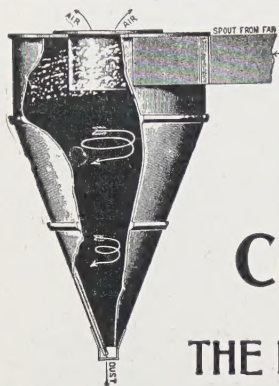
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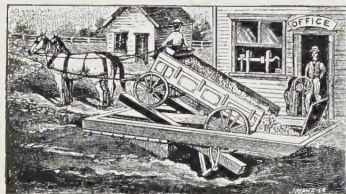
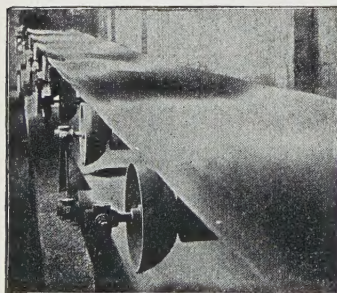
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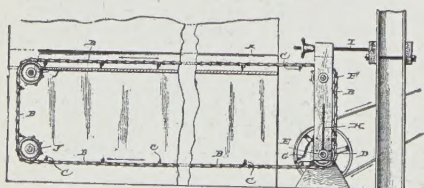
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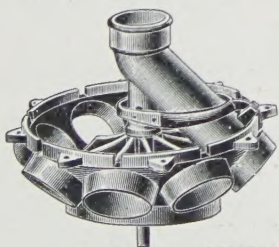
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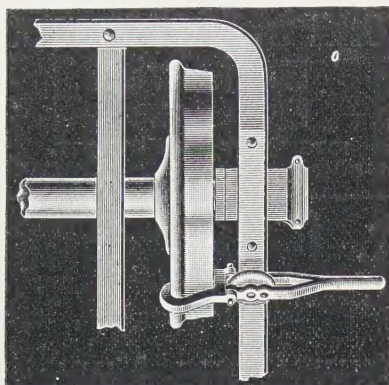
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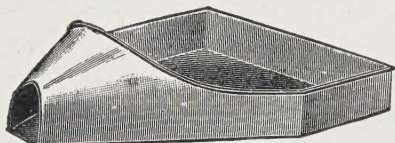
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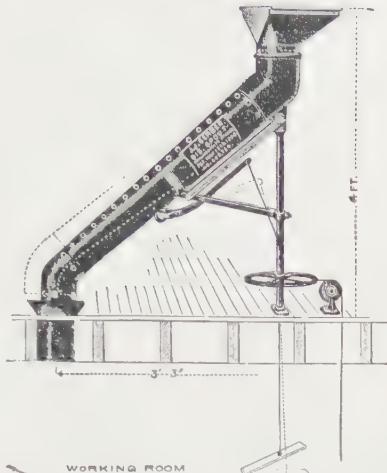
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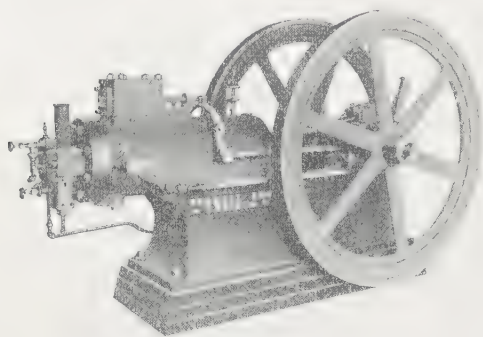
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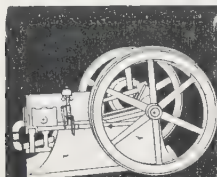
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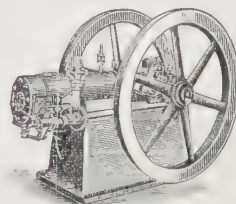
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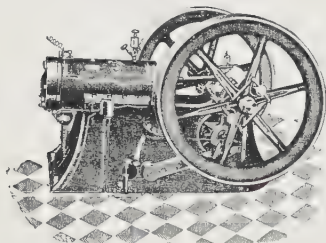
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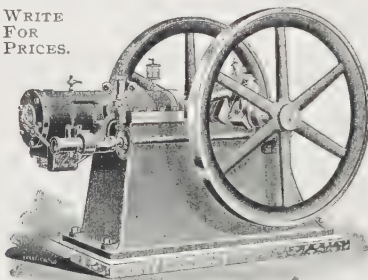
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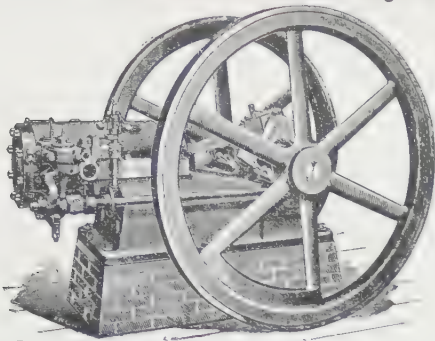
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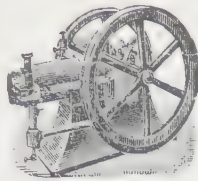
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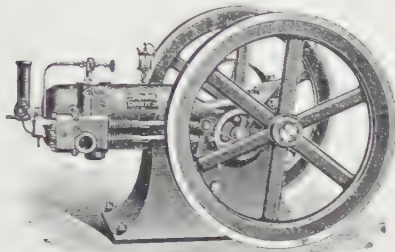
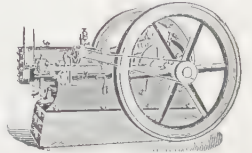
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**Weber Gas & Gasoline Engine Co.,** 1531 C Monadnock Block,  
 Main Office and Factory, KANSAS CITY, MO. CHICAGO, ILL.  
 P. O. Box 1114-B.

**FOOS GAS and GASOLINE ENGINES.**

Adapted for Elevators, Mills, Factories, Pumping, Farms and ALL Power Purposes. Largest exclusive Gas Engine Factory in America. Engines in stock for quick delivery in all principal cities. Full particulars on application. Write for catalogue 11. 1½ to 250 h. p.

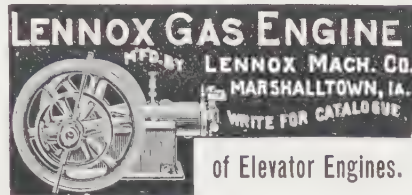
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**The Model Gas & Gasoline Engine**

It always pays to buy the best, the simplest, and the One that costs the least to operate and keep in repair.

Write us for guarantee and compare with others. **Model Gas Engine Co.**  
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**LENNOX GAS ENGINE**  
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 WRITE FOR CATALOGUE.  
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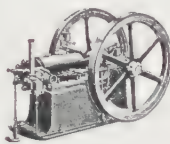
**BRUNNER ELEVATOR ENGINE**

FOR GRAIN ELEVATORS.

From 1 to 30 H. P.

Write for descriptive circular.

**CHARLES BRUNNER, Mfr.,**  
 Peru, Ill.



**THE GAS AND GASOLINE ENGINE AND ITS AGE....**

BY **NORMAN & HUBBARD.**

Is a practical hand book of questions and answers; a reference book for users and those contemplating the purchase of a gas or gasoline engine. It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines. Besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. **Price \$1.**

For Sale by  
**GRAIN DEALERS COMPANY,**  
 10 Pacific Avenue, CHICAGO.

**THE VILTER MFG. CO.** 836 CLINTON ST.,  
 MILWAUKEE, WIS.

**IMPROVED Corliss Engines**

BOILERS, HEATERS and PUMPS.

"EASY" CAR PUSHER, \$5.00

Perfect device.

Order one on trial.



**WATCH CHARM, FREE.** All grain men interested in good Warehouse Mill or Cleaner will receive nice watch charm by sending 4 cents stamps to Johnson & Field Mfg Co., Racine, Wis.

**ORIGINAL LEWIS Gasoline Engines.**

GOLD MEDAL,  
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TWO GOLD MEDALS,  
 OMAHA EXPOSITION, 1899.

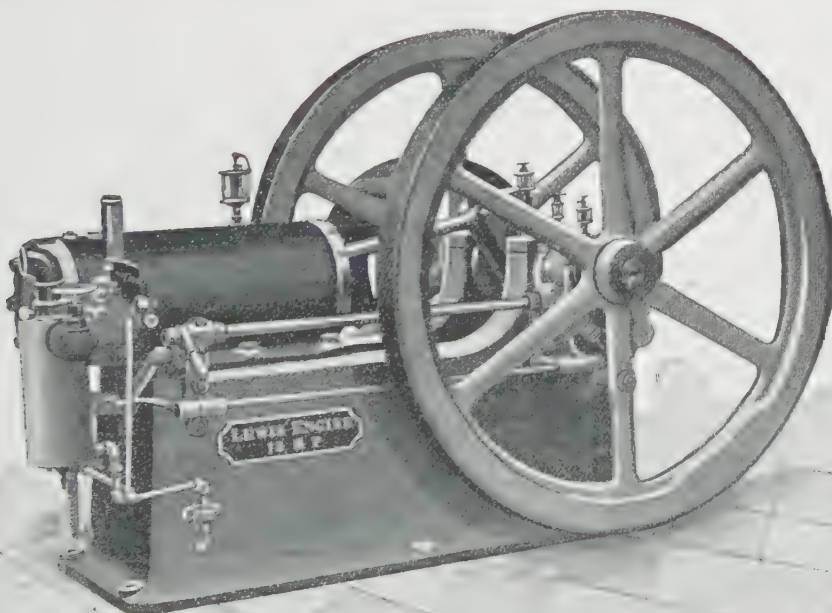
MOST POPULAR AND  
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**Grain Elevators,  
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VOLUME GOVERNOR.  
 DOUBLE EXHAUST.

AIR ADJUSTMENT TO  
 REGULATE MIXTURE.

**J. Thompson & Sons  
 Mfg. Co. BELOIT, WIS.**





# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ELEVATORS FOR SALE.

ELEVATOR and live stock business for sale in western Iowa. Box 5, Halbur, Ia.

GRAIN elevator cheap if sold soon. Particulars: P. H. Thomas, Donnelsville, O.

ELEVATOR in best wheat country in Oklahoma for sale cheap and part on time if desired. W. T. Donahoe & Co., Perry, Okla.

NEARLY NEW gasoline power elevator in good shape, good location. Bargain for anyone wanting an elevator. Address Box 81, Yetter, Iowa.

KANSAS elevator, 17,000 bushels, new, steam power, one competitor. Will sell at a bargain. Sunflower, care Grain Dealers Journal, Chicago, Ill.

NEW, 22,000-bu. elevator for sale; also feed and coal business, in good corn, oats and wheat belt in Canadian Co., Okla. L., box 42, Yukon, Okla.

ELEVATOR and coal shed for sale, with 8-room house, barns and warehouses near. Good location: plenty of grain. Peter Lorenz, Hillsboro, Kan.

WISCONSIN elevator, with first-class equipment, for sale cheap; on N. W. R. R., 40 mi. from Milwaukee. Address Geo. H. Crowns, Port Washington, Wis.

ELEVATOR on Union Pacific at rock bottom price. Good reasons for selling. Well equipped. Half million bushel station. W. I. L., care Grain Dealers Journal, Chicago.

ELEVATOR and tow mill for sale at West Salem, O. both in good repair. Failing health reason for selling. For further information call on or address A. Wanamaker & Co., West Salem, O.

ELEVATOR and coal business for sale, situated in good locality with wide territory in northwestern Iowa; capacity, 100,000 bu., crib room, 20,000 bu. corn. Address W., box 12, care Grain Dealers Journal, Chicago.

GRAIN business for sale at two points, handling 350 cars last year, without opposition. One dump, 2,000 bu. capacity; one elevator, 6,000 bu. capacity. S. E., box 7, care Grain Dealers' Journal, 10 Pacific-av., Chicago, Ill.

## MISCELLANEOUS.

R. WHITAKER, Arthur, Ia., wants situation to buy grain; or to buy or rent small elevator; or as partner; 15 years' experience; also handled stock.

I am representing Illinois grain shippers at New Orleans. Will make disposition of off-grade corn or oats to best advantage locally or other business. If you want my services wire me care of your consignee, or write me. Address 621 St. Charles St., New Orleans, La. J. J. Morris.

## MILLS FOR SALE.

ROLLED OATS AND PEARL BARLEY MILLS for sale on account of death of owner. Fully equipped, ready to operate. Fine water power. Will be sold at low price to close estate. Fenton Bagley, administrator, Zanesville, O.

## ELEVATORS WANTED.

ELEVATOR wanted in Iowa or western Illinois. Box 616, Alva, Okla.

LEASE wanted on elevator in good location in Iowa. Give full particulars by mail. W. E. Ebling, Aredale, Ia.

ELEVATOR wanted at good station in Nebraska. N. C., box 9, care Grain Dealers Journal, 10 Pacific av., Chicago.

ELEVATOR wanted in Iowa or Illinois. Will pay the right price cash for a good grain business. Address Turner Bros., Cumberland, Ia.

ELEVATOR wanted in corn and oats belt in Illinois or Iowa. Give price and business in first letter; must purchase soon. M. E. Howrey, box 59, Kemp, Ill.

WANTED, to lease with privilege of buying, a grain elevator in good location, Iowa or Minnesota. Give full particulars by mail. Address G., Box 5, care Grain Dealers' Journal, 10 Pacific-av., Chicago, Ill.

ELEVATORS in Iowa or Minnesota wanted in trade for clear land; 320 acres in Kingsbury Co., S. Dak.; 160 in Brown Co., S. Dak.; 160 in Hyde Co., S. Dak.; 320 in Dickey Co., N. Dak.; 320 in Hancock Co., Ia. Northwestern Iowa Grain Co., Mason City, Iowa.

## MACHINES WANTED.

MILL wanted to grind all grains, with 3 pair rolls, sharp and well fitted. H. Boettger & Sons, Two Rivers, Wis.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second hand, can get their wants promptly supplied by advertising them in this department.

## GRAIN FOR SALE AND WANTED.

IF YOU do not find what you want advertise for it here.

BUCKWHEAT wanted; also rye and soft wheat. H. H. Emminga, Golden, Ill.

CORN; want price; Kan. & Mo., shelled, sacked; f.o.b. Taylor, Tex. Box 621.

CHOICE lots of seed or grain can be sold at premium by advertising here. Try it.

SEEDS OR GRAIN of special grade or variety can be obtained by advertising your want here.

SOFT SPRING WHEAT for sale. Write for samples. Denver Elevator Co., Denver, Colo.

C. B. LENNON & CO., of Decorah, Ia., have on hand in large quantities flax, timothy and clover for seeding purposes; best grades.

## FOR SALE-MISCELLANEOUS.

POLK'S flour-mill and GRAIN DIRECTORY of the United States and Canada. Best list of grain dealers and flour mills ever compiled. Bound in cloth, 700 pages, \$5. Directory, box 11 care Grain Dealers Journal.

## MACHINES FOR SALE.

OAT clipper and bran duster for sale, almost new. Jacob Beck & Sons, Detroit, Mich.

SHUCK-SHELLER, 4-hole Marseilles, for sale cheap; nearly new. A. Moseley, Quanah, Tex.

"CORN BELT" Feed Mill; for power; good as new; good reason for selling; \$30. Frank Dickson, Whiteland, Ind.

2 WELLS Warehouse Fanning Mills; new; cheap; light running; large capacity; none better. C. H. Adams, Marseilles, Ill.

EUREKA oat clipper, 800 to 1,000 bu. Condition perfect; displaced by larger machine same make. Address X. X., Grain Dealers Journal.

FLOUR BOLT, Holt's Inter-Elevator No. 1, used only short time; will sell cheap. Wm. R. Perrin & Co., 46th & Loomis Sts., Chicago.

OAT CLIPPERS, secondhand, for sale at a bargain: two No. 5 "Eureka." Address R. B., box 7, care Grain Dealers Journal, 10 Pacific av., Chicago.

No. 8 Invincible Receiving Separator, No. 3 Eureka Oat Clipper and 600-bu. Howe Hopper Scale, for sale cheap. W. D. Judd, 506 Cham. Commerce, St. Louis, Mo.

SCREW conveyor, elevator boots and belting, and Cyclone Dust Collector for sale. Write for catalog No. 326. The Chicago House Wrecking Co., W. 35th and Iron-sts., Chicago, Ill.

ROLLER FEED MILLS, portable burr stone mills; meal bolts and sieves; elevating and conveying machinery, buckets, bolts, belting, shafting, pulleys, etc., etc. Address, The E. E. Hollister Co., Quincy, Ill.

SEPARATORS, SCOURERS, OAT clippers, corn scourers, shafting and hangers, and mill and elevator supplies, for sale. Also dealers in secondhand mill and elevator machinery. Send us your specifications and we will do the rest. Address A. S. Garman & Sons, Akron, Ohio.

CHEAP to close: 3 No. 3 double separators and cleaners with 2 blast fans and 2 sets of sieves and screens. Cleans and screens the grain twice in one operation. Can be fitted to clean any kind of grain and seeds. Capacity, 500 bu. Hundreds in use giving perfect satisfaction. Johnson & Field Mfg. Co., Racine, Wis.

ROLLER FEED MILLS, GASOLINE AND STEAM ENGINES, new and second hand, of best makes at prices that are right. All styles and sizes. Boilers, shafting, pulleys, belting and flour mill and elevator machinery and furnishings at cut price. We corrugate rolls on best machines at large discount. Write us your wants. Jackson Manfg. Co., Minneapolis, Minn.

## WANTED.

WANTED: party to put up a roller flour mill, 50 bbls per day, in connection with our elevator. Capacity, 135,000 bu. On railway: plenty of wheat; good location. Address Ranchmen's Milling & Elevator Co., Hooper, Colo.



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ENGINES FOR SALE.

GAS and Gasoline Engines, 2 to 25-h. p. For particulars address The Carl Anderson Co., Jefferson and Fulton-sts., Chicago.

GASOLINE engines 2 to 8 h. p. No better built and price right. Catalog. Complete electric and pumping plants. J. D. Wallace, Champaign, Ill.

WE BUY AND SELL all good second-hand machinery. We pay cash. Write us. American Iron Works, 219-221-223 East 1st-st., Des Moines, Ia.

GASOLINE engines for sale; 3-h. p. Gus, 5-h. p. Fairbanks, 7-h. p. Otto, 15-h. p. Chicago, 40-h. p. Wolverine. Backus Gas Engine Co., 171 Lake St., Chicago.

Three engines with boilers and all fixtures, for sale. Atlas, 11x16, side crank; Erie, 11x15, center crank; Powell, 12x24, side crank. Address Geo. W. Alcock, Chanute, Kan.

## SECOND HAND GAS AND GASOLINE ENGINES.

One 44-h. p. Fairbanks-Morse, in first-class condition.

One 30-h. p. Pierce, as good as new, used only six months.

Also 5-h. p. Racine, and 2½-h. p. Webster. Write for prices to

C. P. & J. Lauson 151 W. Water St., Milwaukee, Wis.

## SITUATION WANTED.

POSITION wanted as manager country elevator by young man, experienced. A. T. White, Lake City, Ia.

POSITION wanted as manager of elevator, or buyer or office work: 17 years' experience. Good references. Address Box 17, Eustis, Neb.

SITUATION wanted as traveling auditor for line elevators: 12 yrs. experience buying grain, managing and operating elevators. Now engaged as bookkeeper. Best references. A. W. W., box 11, care Grain Dealers Journal, Chicago, Ill.

## ENGINES WANTED.

GASOLINE ENGINES wanted, or will exchange. All makes and sizes. McDonald, 36 W. Randolph, Chicago.

TRACTION ENGINE wanted; good second hand, six or eight horse power, if in good repair and very cheap, by Orrin Palmer, Kemper, Ill.

WANTED: a 12 or 15-h. p. Fairbanks gasoline engine in good order; state how long used, and best spot cash price. A. L. box 12, care Grain Dealers Journal, 10 Pacific Ave., Chicago, Ill.

## HELP WANTED.

MAN wanted to take charge of elevator, must understand cleaning machines. L. B., care Grain Dealers Journal.

BOOKKEEPER wanted immediately, reliable, experienced, in grain office. Good salary to right party. Write at once in own handwriting, H. L. Strong Grain Co., Coffeyville, Kan.

HELP—If you want an elevator superintendent, a buyer, a foreman, a bookkeeper, a machine tender or an engineer make it known to those connected with the trade by advertising your want in this department.

FOREMAN wanted for cleaning and transfer elevator, experienced in handling all kinds of grain to best advantage; not afraid of work. Give references and salary wanted. Address A. L. W., box 11, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR man wanted at once, good, stout, not afraid of work, understand machinery, do ordinary repair work in dull time; manage other men working in his charge, and have general management of elevator. Salary, \$50 per month. H. L. Strong Grain Co., Coffeyville, Kan.

## SCALES FOR SALE.

NEW 4-ton Fairbanks wagon scale for sale. E. E. Hollister Co., Quincy, Ill.

FEW 2nd hand hopper, wagon & R. R. track scales for sale, Fairbanks pattern. U. S. Scale Works, Terre Haute, Ind.

## THE PROPER Christmas Present FOR A Grain Man IS A COPY OF Robinson's Cipher Code

REVISED EDITION.

Bound in Leather, with name in Gilt Letters.  
Price, \$2.25. Address

GRAIN DEALERS COMPANY  
10 Pacific Ave., CHICAGO.

C. P. & J. Lauson, Milwaukee, Wis.: Please discontinue our ad of engines for sale. We can say that our ads in the Journal were very effective, and the Journal shall have the bulk of any advertising we may do hereafter.

La Rose Grain Co., La Rose, Ill.: We have sold our scale thru our advertisement in the Journal. Please discontinue it.

Shunk Plow Co., Bucyrus, O.: We had several inquiries to our ad of engine for sale, who said they had seen our ad in your paper.

Allen P. Ely & Co., Omaha, Neb.: We received some very good results from our advertisement of machinery for sale in your paper.

C. H. Tryon & Son, Strawn, Ill.: You may stop our advertisement of scale. We have had eight inquiries from six states and think we can make a sale.

Ingle Mfg. Co., Hoopeston, Ill.: The Grain Dealers Journal has been of great help to us. Many have mentioned it when inquiring of us. We know by experience that an ad in the Journal pays, and pays well.

H. C. Clark, Colfax, Ind.: It is not necessary to continue the advertisement of the burr mill, as I sold it immediately after the first notice in the Journal; and have received several letters since inquiring about it.

William R. Perrin & Co., Chicago, Ill.: We have sold the engine that we advertised in the Grain Dealers' Journal. We were very much pleased with the large number of inquiries we received thru the advertisement.

E. Pankhurst, Boyd, Ia.: I have sold my elevator to O'Connor Bros., of Washburn, Ia. I received several replies to my advertisement in the Journal and made a sale to one of the replies.

## FREE to SUBSCRIBERS

If any subscriber to the Grain Dealers Journal desires a copy of the GRAIN DEALERS AND SHIPPERS GAZETTEER for 1899-1900, they can obtain one by sending 25 cents in stamps to prepay express charges. This book is said to contain the Freight Agents Official Lists of Grain Dealers and Millers on over 100 lines of Railroad. The names are arranged by railroads. The book contains over 200 pages and is well bound in cloth with flexible cover.

Address, GRAIN DEALERS JOURNAL, 10 Pacific Ave., Chicago, Ill.

GRAIN  
DEALERS JOURNAL

10 PACIFIC AVE., CHICAGO, ILL.

190

Gentlemen:—Enclosed find One (\$1.00) Dollar, for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

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# LUMBER

We sell to everyone at the same price, strictly wholesale rates. We will sell to anyone.

**JOHN SPRY LUMBER CO.,**

ASHLAND AVE. AND 22ND ST., CHICAGO, ILL.

## CHAMPION CORN SHELLERS

last longer, and the expense for repairs is less than any other shellers. Many grain dealers are now using Champion Shellers put in 25 years ago. Write for descriptive circular.

**R. H. McGRATH,**

Established 1851.

Lafayette, Ind.

## Keep Dust Out of Your Lungs



USE THE

### Hurd Respirator

Made of Soft Rubber Durable, light and easy to wear. Air inhaled through a thin wet sponge, and exhaled through an automatic valve. Price, \$2. each; \$20. Per Dozen.

Morley Respirator Company, Saginaw, Mich.

## Hamilton Rubber Mfg. Co.

MANUFACTURERS OF HIGH GRADE

# RUBBER BELTING

Rubber and Cotton (Rubber Lined) Fire Hose, Packing, Valves, Gaskets, Mats and Matting.

WRITE FOR SAMPLES AND PRICES.

NEW YORK  
PHILADELPHIA  
PITTSBURG

56 FIFTH AVENUE, CHICAGO.

Telephone Main 2296.

## NOTICE!

We, the undersigned, hereby notify the public that we own and control all the rights for the Process of Bleaching and Purifying Grain under U. S. Letters Patent, Number 592691, issued October 26th, 1897, to E. F. Cazalet, who, for value received, assigned to us all his right, title and interest in said patent on October 30th, 1899.

Notice is also given that any person or persons using such process without obtaining the right to do so from us will be prosecuted according to law; and any person advising us of such violations will be suitably rewarded. We also advise the public that we have no agents, and that all business must be done direct with this office.

**MCCRAY, MORRISON & COMPANY,**  
KENTLAND, INDIANA.

## WE SELL

### MILLS AND ELEVATORS,

CORRUGATED IRON SIDINGS,  
ASBESTOS ROOFINGS,  
ASBESTINE COLD WATER PAINT.

We will be pleased to give information and prices.

### Gate City Roofing & Metal Co.

416 Delaware St., Kansas City, U. S. A.

## ELEVATOR SUPPLIES

GAS AND STEAM ENGINES

### H. L. THORNBURGH & Co.

245-7 S. JEFFERSON ST.  
CHICAGO, ILL.

## Every Cent That You Put Into a Monitor Scourer Yields a Money Return.

It means money in your produce—you can always depend on perfect work, saving thereby broken grain and waste of good stock—money saved.

It means less money for repairs, because the Monitor Machines are the best that a conscientious attention to reputation can produce.

It means a long, faithful and thorough service.

You can't get a better machine, and it's odds against you that you won't get as good, anywhere.

We want an opportunity to talk to you—to show you where its good points are—what it has done—what it is doing. We want to send you some literature that will give you an opportunity to judge for yourself, and if you will write us we'll be glad to send our literature to you, or maybe send a man who knows his business, to tell you all about it.

**HUNTLEY MANUFACTURING COMPANY,**  
Silver Creek, N. Y.



# GRAIN DEALERS JOURNAL

Published on the  
10TH AND 25TH OF EACH MONTH  
BY THE

## GRAIN DEALERS COMPANY,

10 PACIFIC AVE., CHICAGO, ILL.

CHARLES S. CLARK, . . . . . Editor,  
J. CARVER STRONG, Advertising Representative,  
R. ADELBERT DEWEES, Attorney for the Company.

### SUBSCRIPTIONS:

One Year, Payable in Advance, . . .	\$1.00
Six Months, " " " " . . .	.60
One Copy, . . . . .	.05
Foreign, Per Year, in Advance, . . .	1.50

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., DECEMBER 25, 1900.

Careful cooeping of every car pays the shipper.

The Grain Dealers Journal wishes its many patrons a Merry Christmas and a Prosperous New Year.

Turn over a new leaf, be friendly with your competitors. Stop fighting and conduct your business at a profit?

Will the National Hay Association continue to endorse the receiver who makes a specialty of undermining the business of its country supporters?

May the spirit of "live and let live" which is so strongly installed with the regular grain dealers of Nebraska and a few other favored districts spread to every grain market.

If the legislature of your state is in session this winter better take up that unfair landlord's lien law and such other laws as work an injury to the business of regular grain dealers.

The grain man who acts as his own architect or builder oftentimes pays enormous fees, whereas he could have obtained the intelligent assistance of an experienced builder for a nominal sum.

The organization of regular grain dealers continues. Jealousy, Spite, Venom and Unreasonable Competition is being displaced by Acquaintance, Friendship, Confidence and Tolerant Competition.

Country shippers who send their grain to St. Louis will be delighted to learn that the Merchants' Exchange is about to secure control of the weighing facilities at private elevators, mills and yards in that city. In fact, it is expected that the Exchange will do all weighing on both sides of the river, except at regular elevators which are under the supervision of the State of Missouri. As soon as the

change has been made, and the Exchange gets its department in running order, shippers can expect fewer shortages in that market.

Do not let your Congressmen forget the country grain shippers' demand for relief from war tax on checks, bills of lading, drafts, notes, grain tickets, telegrams and express receipts. Let the brewers wait.

The work of the Grain Dealers National Association in securing a discontinuance of the sweeping privileges at terminal elevators and the resulting reduction of shortages to a minimum, alone justifies its claim for the support of every organization and shipper.

If you wud induce your competitor to subscribe for the Grain Dealers Journal which is published in the interests of his business, he would profit by the experience of dealers elsewhere and become a much more reasonable competitor. It wud result in profit to both.

When talking about jug-handled affairs, just think of one party to an agreement forcing the other to pay \$1 per day for delays, yet declining to pay the other party a cent altho his loss occasioned by the same amount of delay may be a hundred times as great—that is demurrage.

Shippers seem to be much dissatisfied with treatment received at Baltimore. However, any number of complaints will not prove that Baltimore has not the average number of reliable and fairly disposed buyers and commission men. Honest grain men can be found in every market, and it is not reasonable to brand all grain dealers thieves simply because some of the dealers of their town thrive by sharp practices.

With this number the Grain Dealers Journal completes its Fifth Volume. The next volume we propose to make larger and better, and to merit more than ever the hearty support given by the trade. We trust regular dealers everywhere will continue to send us letters on trade subjects, trade news items and "Wanted" and "For Sale" advertisements in ever increasing numbers. Make it your journal in fact as well as name.

The commercial exchange, which will not permit its grain inspection department to issue duplicate certificates of inspection to non-members, by the adoption and enforcement of such rules, places its own members under a cloud. Shippers can not help but immediately suspect the receivers of desiring to have the privilege of altering certificates when it suits their pleasure; and by the enforcement of the aforesaid rule, shut off the opportunity for shippers to discover the change. The shipper is the one who pays for the inspection, and he is more

rightly entitled to a duplicate ticket of inspection than is the man who receives the grain. He, being the owner of the grain, gains or loses by the action of the inspectors. The rule is surely a very near-sighted one and can not help but place under suspicion every member of the exchange enforcing it.

When all of the grain dealers associations now in existence are allied thru the National Association and other associations or divisions are established in unorganized territory, and the work placed in the hands of one who has devoted his entire time to it, the organizations can expect to attain results far beyond the hopes of the most enthusiastic workers. The combined force of the organized trade wud be irresistible.

The Farmer's Friend Commission man is a member of the National Hay Association and uses that fact as a recommendation to induce farmers to ignore their home grain and hay merchants and ship to him. The shippers who are helping to support the Hay Association are not pleased to have their organization used to undermine their own business. The Association can not long remain indifferent to the interests of its country members. It must protect them from such irregular practices or lose their support.

The cental has a number of enemies in the trade. Those who think its introduction will so simplify the grain business as to make it easy for growers to ship their own grain and those who fear its use will result in a material reduction in the yearly profits of shippers and receivers. That its use by the members of the grain trade would be likely to bring about such result is not certain. In some parts of the country corn has long been handled by the barrel and by the ton, yet the shippers continue to do business at a profit.

An avaricious, prevaricating farmer with corn to sell stirred up a whole county in northern Indiana recently by assuring on elevator man that his competitors had offered 34 cents for his crop. The elevator man was not disposed to credit the story, but he told the farmer to unload his grain and he would pay for it what the others had bid. The greedy farmer made up his mind that he had an easy mark, and all the way home that night, he told farmer after farmer of the high prices they were paying in the distant town. The news spread like wild fire. An investigation, by the buyer, disclosed the fact that the farmer had not been bid 34 cents, so when he came back with the rest of his corn, he was confronted by the statements of the other buyers, and was compelled to accept 33 cents. If other dealers had investigated



the report, they would have saved themselves some money, shown more confidence in the good sense of the reported high bidder and cemented the bonds of friendship among the members of the trade. \*It does not pay to be hasty even for several wagon loads of corn.

Some seem to think that Cullom's proposed amendment of the Interstate Commerce Law will fall short of preventing discrimination between persons, places and commodities by carriers, but admit it might improve conditions. The only sure way to determine the real value of the proposed amendment is to enact it into law and give it a fair trial.

Corn has made the trade much trouble this season, and it seems very likely it will cause more ere the crop year is ended. At least corn from many districts, which still contains much moisture, is likely to cause much uneasiness and some losses during the early spring months. The season so far has furnished an excellent opportunity for the houses equipped with driers to operate at an unusual profit. That the balance of the present crop year will also offer just as attractive opportunities, seems certain. The best of the last year's crop of corn has been shipped. The poorest of it is still to come forward.

Inasmuch as the Governor-elect of Illinois was not put into office by a machine, it would seem possible for the grain trade to advance its own interests without much effort. A change of Chief Inspectors at Chicago would mean a change in the working force, all of which would quickly be apparent to country shippers who send their grain to Chicago. The present incumbent has managed affairs of his office in a business-like manner, which stands out in sharp contrast to the unbusiness-like methods of his predecessor. It would be far better for the shippers and the trade at large, if the present Inspector and his competent assistants would continue in charge of the work. A change would result in much uncertainty with those who ship to Chicago, and those who buy from Chicago. The present Chief Inspector has made an earnest effort to place his department before the trade in the right light, and has addressed many meetings of grain dealers. He has given the work of his office his personal attention, and all dealers seem to have received prompt and courteous treatment at his hands. That he has striven to treat all interests in the trade fairly and justly, is not doubted by any one. Although the matter is one in which the Governor of Illinois alone can say, it is one which effects more Iowa shippers than Illinois. Minnesota and Wisconsin shippers are also interested.

Was it your competitor or your own greed that prevented you doing business at a profit during 1900? How about next year?

Before deciding what and how you will do next year, just determine how much you have lost the last year and why you lost. Do not overlook the shrinkage in the value of your plant.

Did you ever think of the saving to grain shippers effected by the use of large cars? The charge for switching, weighing and inspecting is no more for a large car of 1,000 bushels than for a small car of 400 bushels.

A Chicago member of the Illinois State Legislature has drafted a bill, which if enacted into law, will cause much trouble to the grain trade. The principal provision of the bill is an annual tax of \$2,000 on "each firm, individual, corporation, or association engaged in the business of dealing in stocks, bonds, grain, provisions, and similar articles for future delivery." The author of the bill claims he is after the bucket shops but if his bill becomes a law, it will drive out many of the firms engaged in the grain business in large centers, and it might be stretched to tax country shippers. The wording of the bill is so indefinite, that explanatory notes by the author are necessary. One Chicago commission man says he will not give up a cent to prevent its introduction or passage. If the bucket shops are aimed at, it would seem very poor policy for the state to legalize these gambling dens by accepting license fees from them. The bill and its author both merit close watching by the trade.

The produce shippers of the country have recently been fleeced most heartlessly by a mushroom firm recently established in Chicago. By offering higher prices than others, the firm secured so many consignments that they were compelled to sell produce much below the market in order to dispose of their receipts. A new grain firm in the same market has been practicing much the same tactics, except that the grain firm has sought to prolong its life by making settlements with a big discount. The produce firm bid such high prices, that it was able to put off shippers until it had incurred an indebtedness of over \$25,000. The grain firm has not been very active, but some shippers have been nipped. High bids and heavy discounts on every thing received might result in heavy receipts for a time, but the reliable firms of this and other markets are so well known to country grain shippers who read, that there is no excuse for their accepting over-the-market bids from new and unheard of firms. Such sales must be expected to result disastrously.

The fight against the bucket-shop can not be abandoned, even if the lucre loving telegraf companies will not give in.

It is remarkable how many dealers, both in wheat and corn, talk bullish nineteen hours a day, yet ignore this known opportunity and wait for a leader with nerve.

A Chicago lawyer, a wiseacre of the first degree, has recently made himself ridiculous by instituting criminal proceedings against the owner, superintendent and engineer of a Cook County elevator and induced the grand jury to indict them for coloring grain. To start with there has been no secrecy whatever in the installation and operation of this plant, and the barley treated has been sold as "purified barley." The lawyer, who no doubt is in the employ of parties having a special grudge against the elevator man, seems to overlook the fact that every act of a legislature does not have the force of law. The statute under which this action has been brought is one of this class and has frequently been declared unconstitutional, all of which a lawyer with a library could readily learn. A man has the right to do with his own as he will, so long as he does not interfere with the rights of others. The legislature might, with just as much show of reason, enact a law making it a criminal offense for lawyers to color their books black, like Bibles. Some very pious old ladies might mistake the owner of the books for a minister of the Gospel. The lawyer in the case prates much about the purified barley being deleterious to health, a statement which is contrary to all scientific investigation. If any attempt at secrecy or deception has been practiced the buyer so deceived might have just grounds for a damage suit, but there has been none of this; barley sold was of two grades, natural and purified, and was sold by sample in every case. The elevator men and the inspectors who attempted to pass 3 corn onto Phillips as 2 corn were just as culpable, but criminal prosecution is not even suggested by their enemies.

#### A SUPERB HOLIDAY NUMBER,

The Holiday Number of the Northwestern Miller for 1900 is easily far in advance of any number of a trade or class periodical ever produced. A goodly portion of it is given up to amusing, interesting and instructive articles from the pens of writers prominent for the success attained in their special lines. All of these articles are profusely illustrated, some of the work being by artists of international fame. The paper and presswork would delight the best of the art printers. A fitting climax to the century which has witnessed the beginning and development of trade journalism. Its publishers and the members of the milling and flour trade will be justified in feeling proud of the number. Copies can be obtained by sending 50 cents to The Miller Publishing Co., Minneapolis, Minn.



## ASKED AND ANSWERED

### SHORT 210 POUNDS AT DETROIT.

Grain Dealers Journal: Can anything be done to reduce my shortages in shipments to Detroit. I enclose my weigher's certificate showing the gross, tare and net weights of car of oats recently shipped to that market also the Detroit certificates, which show a difference of 210 pounds. My gross weight was 79,450, tare 29,200, net weight 50,520 pounds. The terminal elevator weight was 50,040 pounds. I do not doubt the correctness of either weight, but I believe there is something wrong at Detroit, perhaps the car sweepers are getting too much. I would be pleased to know if other shippers have had similar experience in that market? Indiana Shipper.

### COBS.

The Baden, Germany, brewers' association will protest against the raising of the duty on barley from \$0.75 to \$2 per 100 kilograms.

Duluth seems to be getting more than her share of flaxseed. If the other markets are not alert the city at the head of the lakes will shut them all out of the flaxseed trade.

The Baltimore & Ohio will build between Canton and East Liverpool, it is said, a line that will make its route between Chicago and Pittsburg 24 miles shorter than that of the Pennsylvania.

Wheat receipts at four winter and four spring grain markets for the 24 weeks ending Dec. 17, as compiled by the Cincinnati Price Current, have been 138,212,000 bushels; compared with 135,495,000 bushels for the corresponding period of 1899. For the week receipts were 4,811,000 bushels, against 5,380,000 for the previous week, and 3,497,000 bushels a year ago.

The exports of breadstuffs for the 11 months ending Dec. 1, included 88,074,000 bushels of wheat, 167,983,000 bushels of corn, 29,863,000 bushels of oats, 1,942,000 bushels of rye, and 12,048,000 bushels of barley; compared with 101,945,000 bushels of wheat, 185,832,000 bushels of corn, 39,762,000 bushels of oats, 4,821,000 bushels of rye, and 14,497,000 bushels of barley, during the corresponding period of 1899, as reported by O. P. Austin, chief of the Bureau of Statistics.

The American Exporters Association held a meeting at New Orleans, Dec. 3, 4 and 5, to consider the details of export grain contracts. To facilitate gulf business and secure better accommodations an executive committee was appointed, consisting of J. Finnely, Lucas E. Moore and E. Steinhardt, and offices will be established at New Orleans, with Secretary F. P. Breckenridge of St. Louis in charge. The executive committee is empowered to take immediate action on behalf of the association. Future meetings of the association will be held at Memphis. The firms and companies represented at the meeting today were: Charles F. Orthwein's Sons, of St. Louis and Kansas City; Hall & Robinson, of Kansas City; D. R. Francis & Bro. Commission Co., of St. Louis; Lucas E. Moore & Co., of New Orleans; Steinhardt & Co., of New Orleans; Fennell

C. Fox & Co., of New Orleans, and the William D. Orthwein Grain Co., of St. Louis.

Shippers to the South are strongly opposed to the new freight classification in that territory. The New York Merchants Association will bring the matter before the Interstate Commerce Commission.

Hay amounting to 78,048 tons was exported in the 10 months prior to Nov. 1, as reported by the bureau of statistics; compared with 49,546 and 70,716 tons during the corresponding periods of 1899 and 1898.

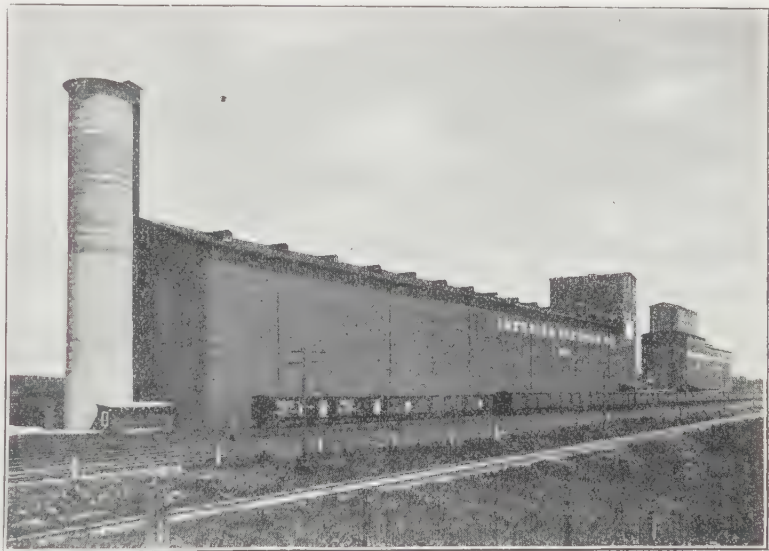
The directors of the Grain Dealers National Association have selected the following members as the Executive Committee for the ensuing year: B. A. Lockwood, Des Moines, Ia.; Arthur R. Sawers, Chicago; F. J. Wright, Minneapolis; D. Hunter, Hamburg, Ia., and P. E. Goodrich, Winchester, Ind.

The Kansas state board of agriculture issued its last crop report of the year Dec 7. The area of winter wheat

### CEMENT TANKS FOR GRAIN STORAGE.

The greed of the stock company fire insurance companies, and the eagerness of elevator owners to avoid an interruption of business as well as to reduce the cost of insurance have hastened the adoption of fire proof grain structures. Henceforth a majority of the terminal elevators designed to store or handle large quantities of grain will no doubt be partially, if not entirely constructed of non-combustible materials. In fact it is cheaper to do so than not, because the increased first cost of building is more than offset by the reduced cost of insurance on building and contents.

The cement tanks and grain storehouse of the Monier style of construction were used extensively and for years in Europe prior to the establishment of an agency in this country. The two large cement grain storehouses erected by the Roumanian Government at Braila and Galatz are the most notable examples of this style of structures in Europe, while the nearest approach to it in this



Concrete Experimental Tank Adjoining Minneapolis Elevator.

reported as probably sown is 4,567,513 acres, which is an increase of 7 per cent from last year's sowing. Conditions for germination and growth since seeding time have everywhere been phenomenally favorable, and it is doubtful if in a single state such a vast area of growing wheat ever entered the winter season more vigorous and better rooted. The average condition for the entire state is 99.7. Reports indicate that of the crop of 1900 there will be no unusually large reserve held in farmers' hands. The winter wheat yield, 76,595,443 bushels, is the greatest winter wheat crop ever grown in Kansas, and probably the greatest ever recorded for any state. It exceeds the previous year's crop by 33,779,972 bushels, and by \$19,607,127 in value; it is within 20 pounds per acre of the yield indicated to the State Board of Agriculture by the growers in their statements August 4, and its home value is \$41,624,096. The corn crop amounts to 134,523,677 bushels, which is 90,659,755 bushels less than one year ago; its value is \$39,581,835. Of spring wheat the yield was 743,648 bushels, with a value of \$350,048. The oats yield was 31,169,982 bushels, and value, \$6,626,443.

country is the experimental tank adjoining the Interior Elevator No. 1 in Minneapolis, and the fifteen tanks recently completed in Duluth.

The cement tank, which is shown in the engraving from the Northwestern Miller, reproduced on this page, was constructed by the Peavey Company as an experiment. During the summer of 1899 it was built 68 feet high and filled with wheat. When the grain was removed last spring it was found to be in perfect condition, so the bin was extended to 125 feet in height. Its diameter is 30 feet.

This cement bin with its 30,000 bushels storage, altho lacking in many of the essential characteristics of the Monier structures, has withstood every strain and test to which it has been subjected and given such complete satisfaction that the Peavey Company have recently erected a nest of fifteen tanks adjoining one of its elevators at Duluth.

What sense is there in taking off the tax on beer and cigars and keeping it on grain transactions? Do luxuries deserve more consideration than the staff of life?



## LETTERS FROM THE TRADE

### DOCKING CORN AT TOLEDO.

Grain Dealers Journal: There should be some way to protect grain dealers. The way Toledo is taking from 15 to 20 bushels on every car is an outrage. We have a short haul to Toledo, and our corn is the best on the market. The writer is no kicker, but wants weight to correspond. H. H. Baer, Covington, O.

### CAUTION AGAINST FEEDING SMUTTY CORN.

Grain Dealers Journal: The farmers in Minnesota and South Dakota have lost several hundred head of cattle during the past month thru ignorance of the danger in turning cattle into corn fields which contain smut. Let every elevator man caution the farmers in his vicinity to examine their corn fields thoroly for smut before turning the stock into them. W. H. Christenson, Rushmore, Minn.

### OTHER MARKETS GIVE BETTER WEIGHTS.

Grain Dealers Journal: In the Journal of Dec. 10, we notice a list of cars to East St. Louis from Daniel P. Byrne & Co., and the Brinson-Judd Grain Co. We note that the following cars were shipped by our agent at Dow Station, Ill., who did not weigh them but estimated them. Our invoices generally specify this. The cars were of 40,000 pounds capacity, and heavily loaded, and their numbers were 6487, 8900, 20665 and 21355.

The cars in the lists these gentlemen give we believe were about all weighed at the Pope Glucose Works, and we are well satisfied with the weights at these works. The trouble is that stuff going elsewhere does not turn out this way. If all the dealers are so well satisfied with the weighing at East St. Louis why does the weighing committee make such a radical change in the mode of weighing there as it has done in the last few weeks? We hope the new change will be beneficial. E. R. Ulrich, Jr., of E. R. Ulrich & Sons, Springfield, Ill.

### CORN GRADING CHICAGO AND ELSEWHERE.

Grain Dealers Journal: I wish to call attention to the very great disparity in grading of corn in the Chicago market with that of other markets. We have been shipping corn on this crop to St. Louis, Louisville, Cincinnati, Baltimore, three large Decatur Mills, these on Illinois inspections, and also to Detroit, and we assure you that we do not call to mind a single misgrade. I had a conversation today with a shipper on the Big Four who claimed he had shipped about 100,000 bushels to Cincinnati and Newport News, and two-thirds of his shipments has graded No. 2, and the other third No. 3. Nothing under No. 3. It is the rarest and exceptional occurrence for a car of corn to grade No. 2 in Chicago and much of it under No. 3.

Chicago people continue to solicit business from this section of the country, and some seem to think that we are prejudiced against that market, but I

want to assure you for our company, that we like to do business in Chicago, we have some warm friends there, we get quick returns. Everything else being equal, we would very much prefer Chicago, but it is a question of inspection largely and has been for two years. For two years prior to that time it was largely a question of weights.

We think the trouble is that Chicago is too much of an accumulative market, there are too many large and expensive storage elevators in that market, and every effort and scheme possible by the owner and interest seems to be put forth with the end in view of making profit out of this large investment. If it cannot be done in weights, it is done in grading; it is a skin game in some form all the time. Pratt-Baxter Grain Co., Taylorville, Ill.

### WHO CAN SPEAK A GOOD WORD FOR BALTIMORE?

Grain Dealers Journal: We are obliged to our sensitive Cincinnati friends, tho their letter revealed nothing new to us. It is gratifying to hear that in a city whose grade of justice so enraged the people that they destroyed the court house and attempted to release the occupants of the jail, the grain dealers are above suspicion! But in conclusion of the rye incident: While all connected with the grain business at Baltimore may be the personification of honesty, it would certainly require a deal of evidence to convince us of the fact. While the receiver may have nothing directly to do with the inspection, he could well afford to divide liberally with an inspector who would grade the grain of a far-distant shipper so that a discount of from \$50 to \$100 per car could be secured in addition to the legitimate profits.

From the first car of re-cleaned rye shipped to the Baltimore market a sample was first sent to a commission firm in the city, which pronounced it choice and made an offer which should have netted practically the same as from the buyers to whom it was sold. This car and others like it were reported some time after as grading No. 4, and discounts claimed of from 8 to 10 cents per bushel; while cars containing the same quality and shipped at practically the same time to other markets went for top grade and prices without discounts.

If anyone can speak a good word for Baltimore we shall be glad to hear it.

As a large per cent of all shipments of grain and produce originate with the country dealers, they by concerted action in refusing to either ship direct or to accept billing to markets notorious for unjust weights or inspection, might be able to cause the dishonest handlers to either reform or retire from business; and if our own loss (\$300) shall be instrumental in putting fellow shippers on guard against similar ones we shall feel that it was not all in vain. A. E. Lawrence & Co., Decatur, Mich.

### NOTES FROM INDIANA.

Grain Dealers Journal: The North Grove elevator, owned by P. Jones has been sold to Mr. Powell.

Mr. Lovengood, of McGrawsville, has his new elevator ready to take in grain. It is a well-equipped house.

The bull element has pushed corn up two cents. They can't stand prosperity.

I had to follow and no one has gained a bushel or made a penny by the act.

Corn is in good condition and about all gathered. Farmers are realizing good money from their labor this summer, and averaging 65 bushels per acre. About one-half has been marketed. Farmers are feeling good, since 32-cent corn makes \$18 to \$20 per acre.

Inclosed please find \$1 for the Journal one more year. I can't afford to do without it.

Since I ordered the Journal one year ago I have built a 12,000-bushel improved elevator equipped with rope drive and machinery from the Webster Mfg. Co. To make it complete I have just put in a good hopper scale of 36,000 pounds capacity which I find of great benefit in loading cars. On Dec. 5 and 6 I loaded 10,987 bushels with one man to do all the work. W. H. Houck, Amboy, Ind.

### REPEAL TAX ON GRAIN.

Grain Dealers Journal: I desire to call attention to the necessity of immediate and strenuous effort to procure the repeal of that part of the revenue law which applies to transactions made at boards of trade and kindred organizations.

The Committee on Ways and Means has reported in favor of continuing this tax, and there is no doubt that the report of the committee will be accepted without change by the House and adopted by that body. It will then be sent to the Senate and by that body referred to the Finance Committee. Our efforts should be directed, therefore, to the members of that committee.

This tax is a tax upon the great crops of the country, upon which more than anything else the general commercial prosperity and industries depend. The emergency no longer exists for taxing the necessities of life. There exists no such dire necessity as justifies any government, this government especially, in taxing its food products. A sufficient revenue may be obtained by taking luxuries and those industries and products which pay a large profit, and which therefore share to a larger extent in the general prosperity.

Farmers and grain dealers do not share equally with the manufacturer and the merchant in the general prosperity, they cannot sell their wheat at a higher price than the export price of that wheat, therefore they cannot provide for the payment of the tax imposed by the government by advancing their price as merchants in other departments of business can.

It seems also quite unjust to tax members of commercial bodies, which commercial bodies have done more than any other agency to bring about the economical marketing of the grain crops of the country. Why these persons should be discriminated against it is difficult to understand. Transactions outside of boards of trade engaged in by those who have not contributed in any special sense to the economical marketing of the crops of the country, altogether escape taxation.

Then, again, in taxing grain one lot or one parcel of grain may be taxed over and over several times, while other articles under the law, no matter how many times they may change hands, are taxed but once.

I would suggest that the Grain Dealers National Association use its great influence in procuring the repeal of that portion of the law; that all its branch organ-



izations and the state organizations bring to bear every influence in their power upon the members of the Senate Committee regarding the repeal of that portion of the law applying to grain, etc., and that the members of these associations in different portions of the country do all they can collectively and individually to bring about this much desired result. Geo. F. Stone, secretary Chicago Board of Trade.

#### "ARE YOU TAKING WRITTEN CONTRACTS?"

Grain Dealers Journal: An experienced trade physician who has made a special study of the ills country grain buyers are heir to, diagnoses that sleepless unrest with which many are afflicted during wide fluctuations in the markets as "Farmerswordnotworthfivecents." If the market goes down 5, 10 or 15 cents, the farmer who has agreed verbally to deliver his entire crop to the overconfident buyer at a high price in force before the decline, finds that the

those powers have been defined by the Courts in the interpretation of that statute have found that, while under the law, the Commission has done a great deal of good, yet at present the Commission is nothing more than an investigation committee. It may, to be sure, decree that a certain rate or proceeding of the carrier is unlawful, but is without power to compel the carrier to comply with the law. By judicial interpretation the Commission has been shorn of its effectiveness.

To cure this defect and in the light of over a decade of experiences there has been drafted a bill, which it is thought will meet the exigencies of the case; will relieve the situation of the public; yet not disturb the vested rights of the carriers of this country and give the Commission the power to compel obedience to the law.

The bill has been skillfully drawn with a view of correcting not only these evils but also of modifying the present act to make the act itself more effective. Among other things the bill provides,

than the disadvantages of government ownership John B. Daish, Chairman Committee on Legislation National Hay Association, Washington, D. C.

#### COMMISSION MERCHANT NOT LIABLE FOR FREIGHT.

Grain Dealers Journal: As to the decision of Judge McGee in the so-called Walbridge case, we will say, that, so far as the general principles of law cited in this decision are concerned, there is nothing new or novel in the case. Two questions of importance passed upon are, first, Whether or not a grain commission merchant, having received from a country shipper a farmer's stored wheat in his capacity as such merchant and having disposed of it in the usual course of business and having acted in good faith, supposing it to belong to the shipper, but without disclosing the name of his principal in the sale of such grain, can be said to have converted this grain. Second, if it is held that such commission merchant in

Date \_\_\_\_\_ 189\_\_  
Bought of \_\_\_\_\_  
\_\_\_\_\_ bushels  
Corn at \_\_\_\_\_ per bush.  
\_\_\_\_\_ bushels  
Oats at \_\_\_\_\_ per bush.  
To be delivered on or before \_\_\_\_\_ 189\_\_  
Cash advanced, \$ \_\_\_\_\_

#### CARRINGTON, HANNAH & CO.

##### GRAIN CONTRACT.

I have this day sold to CARRINGTON, HANNAH & CO., of Chicago, \_\_\_\_\_ 189\_\_  
\_\_\_\_\_ bushels of  
good, sound, dry, sweet \_\_\_\_\_ (a) \_\_\_\_\_ lbs. to the bushel at  
\_\_\_\_\_ cents per bushel, which I agree to deliver to CARRINGTON, HANNAH & CO., or their order, at \_\_\_\_\_ Station, on the  
\_\_\_\_\_ Railroad, on or before the \_\_\_\_\_ day of \_\_\_\_\_ A.D. 189\_\_  
in consideration of the promise of said CARRINGTON, HANNAH & CO., which they hereby make, to pay for the same at the price of \_\_\_\_\_ cents per bushel, and in case of default on my part in delivering the whole amount of said \_\_\_\_\_ on or before said time of delivery, I agree to pay to said CARRINGTON, HANNAH & CO. the difference between the contract price and the market price at said place and time of delivery, on all quantities undelivered, with all other damages accruing to said CARRINGTON, HANNAH & CO. by reason of my default.  
Received on this contract the sum of \_\_\_\_\_ Dollars.

Form Used in Contracting for Farmer's Grain.

yield is twice as large as expected (he does not admit part of it was grown on his neighbor's farm), and the weak-backed buyer, fearing his competitor will get away any of the grain the farmer may ever have to sell, accepts the increased quantity and pays the price. When the market advance and the farmer delivers less than one-half the crop sold, the buyer just as peacefully permits a part of his capital to be cut off the other end.

The aforesaid learned physician prescribes Scriberius Contractus in every case. After making an exhaustive study of a special case he prescribed the form given on this page, which will be found to meet the needs of dealers contracting for with farmers for the sale and future delivery of crops. Every dealer will find it far safer than the old time indefinite verbal contract. J. M. M.

#### THE INTERSTATE COMMERCE LAW.

Grain Dealers Journal: Those who have taken enough interest in the matter to enquire into the power of the Commission created by law in 1887 as

that all matters before the Commission may be reviewed by the Federal Courts; that the punishment for violation of the law shall be by fine and not imprisonment; that the attempt to violate the statute shall be punishable, as for infraction of the statute; that rates shall be changed upon 60 days notice (though in the discretion of the Commission the time may be shortened); that there shall be a uniform classification; that the carrier itself shall be responsible for the violation of the law as well as the individual and that annual reports shall be filed and a uniform system of accounts be kept.

Over fifty associations, all national in their import have committed themselves to the passage of this bill (officially known as Senate No. 1439), otherwise as the "Cullom Bill." That relief is needed no one can deny; it costs \$200,000.00 per year to keep up the Commission now, why not have the benefits of governmental control, at the same price? Unless some remedy is found soon there will be a demand for governmental ownership or other adverse legislation; better that we should have the benefits of governmental control

such a case has so converted the grain, what is the measure of recovery; that is, shall the measure of price be fixed as that of the grain at the country point where it was originally stored, or can the commission merchant be held to pay for the full market price of that grain at the terminal point, Minneapolis, thus losing not only the value of the grain itself at the country point, but the money paid for the freight.

Judge McGee states in his memorandum of decision, that the principal question presented by the record is the first question referred to above; and it seems to us, that, practically speaking, it is immaterial, so far as the commission merchant is concerned, whether he can be held liable to conversion directly in such an action brought by the holder of the storage tickets, or whether the storage ticket holder must be compelled to follow the grain to the mill and bring an action against the mill owner; for, in that case, the mill owner could certainly recover from the commission merchant, the commission merchant having sold the grain to the mill without disclosing the name of his principal; so that, practically speaking, we



think the decision, in its effect, is not new and does not in any real sense add to the obligation of the commission merchant to any greater extent than in the cases formerly decided in this state, wherein the ticket holder has brought action against the mills and recovered, and the mill owners have recovered again from the commission merchant.

As to the second question referred to above,—the amount of recovery,—while we agree with the court that the value of the wheat should be the value on the day the demand is made, yet we think the decision in this case should be reversed because of an excessive amount of recovery. This question is disposed of by the judge in one short paragraph, which declares, that, in as much as the wheat had been transported by the criminal act of Walbridge from the country point to Minneapolis, the ticket holder is entitled to take his property at the latter place without compensating Walbridge, or anyone, for the transportation charges to the terminal point; and this paragraph in the decision closes as follows: "This, I think, is too clear and well settled to require a citation of authorities."

Now, while it is true that "the citation of authorities" and the general principles applied, are entirely in harmony with this decision, yet we believe, that in applying such principles to the facts and circumstances of such a case as this, there should be a modification of such principles to such a degree as to eliminate their application to this case.

The general movement of grain from a country point to the terminal markets, is one of the most patent and common facts in connection with our internal commerce, and such a movement, whether lawful or unlawful, does not in any way affect the holder of the storage tickets, so far as affecting the price, or value of the commodity, for the reason that the price of such grain at the terminal market is at all times practically the same as the price of that grain at the country shipping point, plus the transportation charges. We think that such a movement of stored grain is not at all in line with the act of the thief who steals a horse, drives it away to a distant town and disposes of it; for the result of such a change in the location of the horse may increase or decrease its value, and there is no established rule by which to judge of the change in value; nor is such a transportation of the horse in question natural or expected in the ordinary course of business. The movement of wheat, however, from a country point to the terminal, is such a transportation as is expected in the ordinary course of things, and is such a natural act that the price of the commodity at the terminal point is simply changed to the extent to the added transportation charges.

Now, the commission merchant, having acted in good faith, it seems to us that no greater recovery should be allowed on the part of the ticket holder against him than such ticket holder could recover from the shipper, had the shipper converted the grain to his own use at the country station. In short, while the general proposition cited in the decision is perhaps "too clear and well

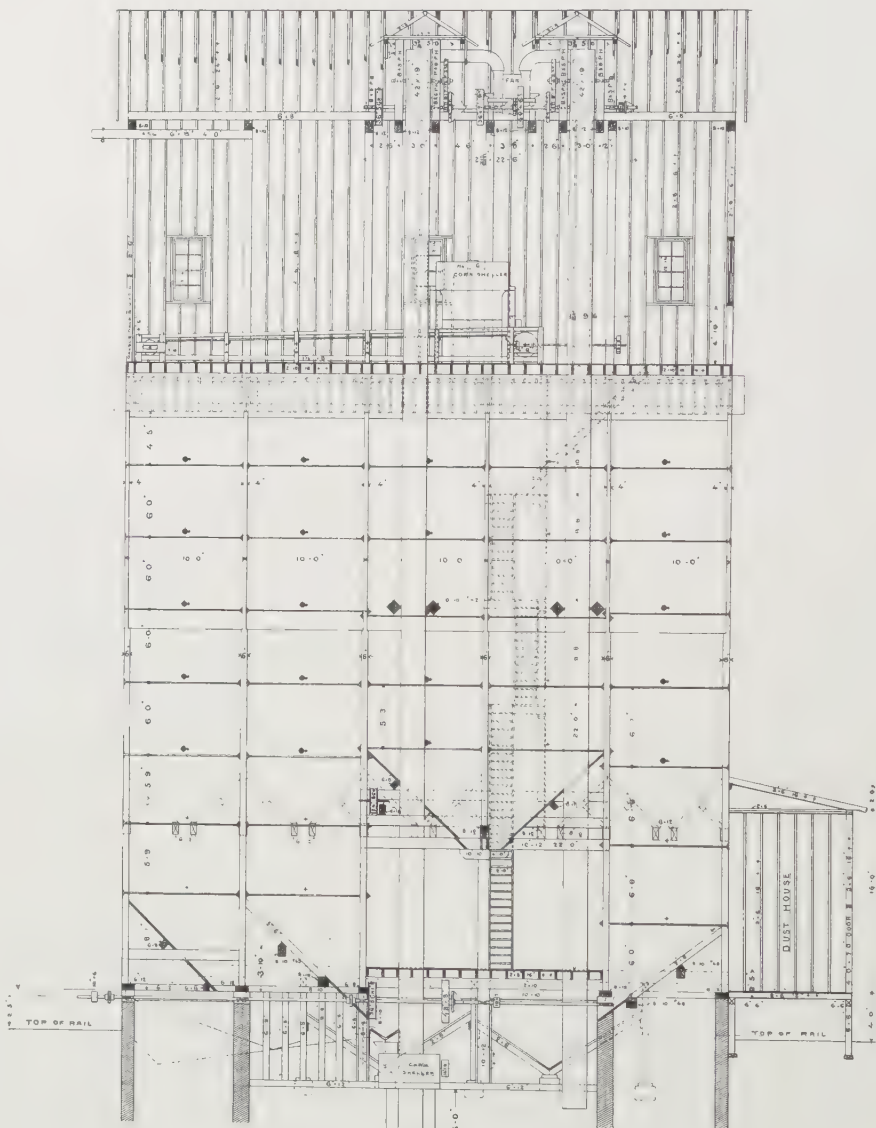
settled to require the citation of authorities", yet that proposition of law applied to the movement of grain as referred to, should result in such an exception being made in such a proposition, that it would take out of the application of such principle the case in question.

We think, therefore, that the decision should be reversed, on the ground that the ticket holder should not recover from the commission merchant in such a case as this, any greater sum than he could have recovered from the ship-

## ALLERTON'S NEW ELEVATOR AT ALLERTON, ILL.

Now that there are so many grain dealers associations working for the interests of the country grain dealer, bringing about needed reforms and promoting peace and harmony among competitors, it is an object for an elevator man to build a modern house and equip it for the rapid and economical handling of grain.

We present herewith side, end and ground plans of a well-arranged country elevator, recently erected for S. W. Aller-



Side Elevation, Allerton's Elevator, Allerton, Ill.

per had the shipper converted the grain to his own use "the amount of recovery" in this case is too great by the amount of transportation charges paid by the commission merchant on this grain. Yours very truly, McHugh, Christensen & Co., Minneapolis.

Corn oil amounting to 4,077,000 gallons, was exported during the 10 months ending with Nov. 1; compared with 2,546,000 and 2,280,000 gallons, during the corresponding periods of 1899 and 1898, as reported by O. P. Austin, chief of the bureau of statistics.

ton, at Allerton, Ill., by the Macdonald Engineering Co., of Chicago.

This elevator is 24 by 50 feet by 84 feet high, with a capacity of 50,000 bushels. The driveway is through the center of the house and contains three wagon dumps.

The house is built on a heavy, deep brick foundation, which gives ample room for the dumps and elevator boots below the track grade, and avoids steep grades in the driveway. The grain is handled by two stands of elevators, by which it is carried to the top of the house and distributed to any of the bins or loading spouts.



## SEEDS.

The equipment consists of a Mar-seilles Corn Sheller, a Cornwall Corn Cleaner, an Ideal Car Loader and 80-ton track scale, a car puller and corn and cob conveyors.

The power is furnished by a 25 h. p. Chandler & Taylor Engine and Boiler. It is located in a brick building, not shown on these plans, which is separated from the elevators by a 12-foot driveway. Part of this building is used for the office. The space between the elevator and power building is roofed over, so as to give protection to the wagon scale.

Power is transmitted to the elevator by a line shaft, which runs through the house just under the working floor, and from which the power is taken by belts for the different machines and stands of elevators. A chain feeder is used for conveying the grain from the receiving sinks under the dumps to the sheller and elevator boots.

A dust house is located at one end, into which is spouted the dust from the cleaner. The house is covered with corrugated iron.

The grain handled through the elevator

The Nebraska Seed Co., Omaha, Neb., has removed to a new location in that city.

Clover seed receipts at Chicago for the week ending Dec. 22 were 140,310 pounds; against 83,320 a year ago. The shipments, last week, none, a year ago, 239,150 pounds.

The exports of clover seed from the United States during November have been 12,000 bags; compared with 36,609 bags in November, 1899, and 13,160 bags in November, 1898.

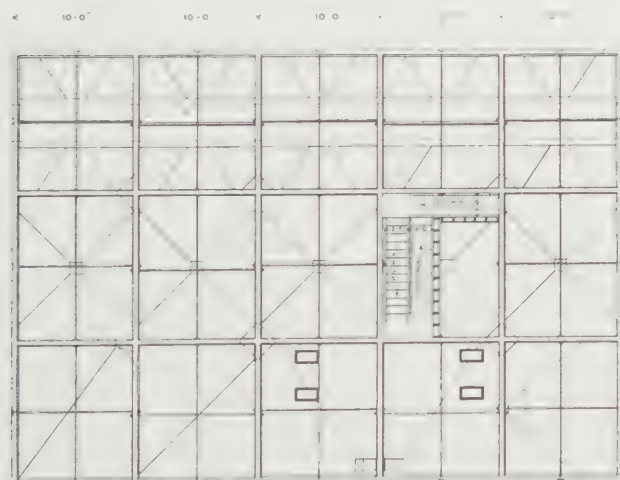
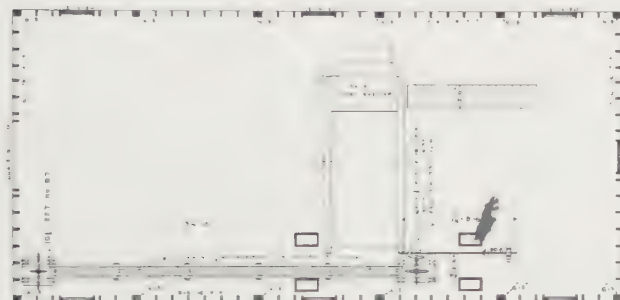
Timothy seed receipts at Chicago for the week ending Dec. 22 were 537,260 pounds; against 481,820 pounds a year ago. The shipments were 166,231 pounds; against 554,874 pounds a year ago.

C. A. King & Co.: Present prices for clover seed are above the average recent years and there will be a disposition

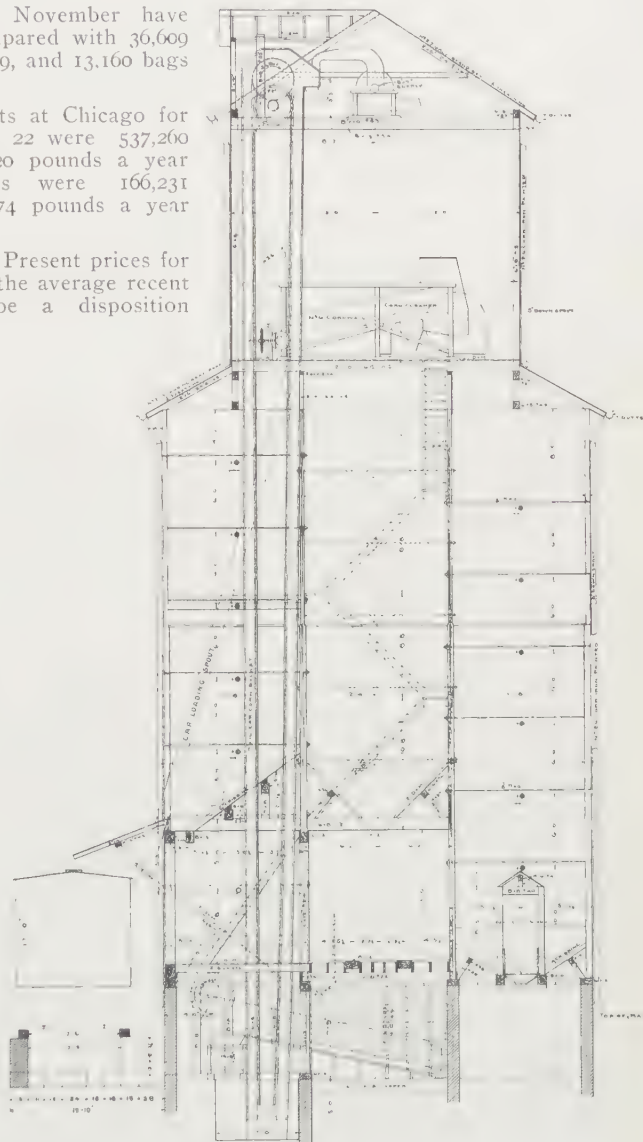
that sown. The average yield per acre was 1.46 bushels.

Receipts of clover seed at Toledo for the week ending Dec. 22 were 984 bags, against 2,255 a year ago; and during the season to Dec. 22, 47,416 bags; against 98,358 a year ago and 50,280 two years ago.

Eight bids for the Government seed contract were received by the Department of Agriculture, the lowest being that of the New York Market Gardeners



Ground and Bin Plan, Allerton's Elevator, Allerton, Ill.



End Elevation, Allerton's Elevator, Allerton, Ill.

is principally corn and oats, and the owners regard it as a model for this purpose. J. H. Wilson is manager.

Shipments of clover seed from Toledo during the week ending Dec. 22 were 1,848 bags, against 2,500 bags a year ago; and 34,628 bags for the season up to Dec. 22; against 70,500 a year ago and 18,500 two years ago.

Chicago received 239,950 pounds of grass seed other than timothy and clover, during the week ending Dec. 22; compared with 67,795 pounds a year ago. The shipments were 119,434 pounds; compared with 96,889 pounds a year ago.

among buyers to go from hand to mouth. Few will carry any seed over to another season. Receipts have been very small. They may increase a little towards spring, but the domestic buyers have taken little thus far. Speculation has been very quiet. New prime is so scarce that the short interest is very small. This makes the trade limited. Stock here is nearly all prime, mostly of 1899 crop, still held by a few faithful bulls.

The Ohio state crop report for December states that the clover seed product has been very light; in some localities almost a failure. The area cut for seed in 1900, was only 16 per cent of

Association at \$101,975. The other bidders were the Henry Phillips Seed & Implement Co., Toledo, O.; California Seed Growers Co., San Francisco, Cal.; Ullathorne Seed Co., Memphis, Tenn.; Germain Seed & Plant Co., Los Angeles, Cal.; Sioux City Seed & Nursery Co., Sioux City, Ia., and J. L. Schiller, New York.

J. F. Zahm & Co., Toledo: Stock clover seed here is variously estimated. Some dealers say there are only about 50,000 bags in store; others put the stock at 70,000. A year ago now there were about 75,000 bags here; two years ago 90,000, and three years ago 100,000.



## ILLINOIS VALLEY GRAIN DEALERS ORGANIZE.

About twenty-five regular grain dealers from points along the Illinois river met at the Harrison House, La Salle, Tuesday afternoon, Dec. 11. As more dealers were expected to come in later, the session held before supper was devoted to the narration of troubles existing at the various stations. Free storage for 30 days was reported at a number of stations, but after that period one-half cent is charged for 30 days, one-quarter cent for 15 days.

Some were advancing money to farmers, but not in large amounts or for more than 60 days without interest. All preferred farmers wud go to banks for money.

A margin of profit of about one cent per bushel was reported by some, while others reported it to be a minus quantity.

The objects and advantages of organization were discussed and the dealers then adjourned for supper.

When the meeting reconvened after supper several new dealers were in attendance and each was called upon for a statement of his troubles and of the business conditions at his station.

R. P. Macauley of Atkinson, moved second by V. L. Anderson of Anawan, that we organize the Illinois Valley Grain Dealers Association. Carried.

F. M. Shaw of Streator nominated J. F. Kilduff of La Salle, as temporary chairman. Elected without opposition.

Charles S. Clark, Chicago, was elected temporary secretary.

J. Farrell of Midway, moved the appointment of a committee of three to draft a Constitution and By-Laws. Carried.

Chairman Kilduff appointed as such committee J. Farrell, Midway; C. L. Douglas, Marseilles, and J. H. Carlin, Utica.

Upon motion of Mr. Shaw the temporary secretary was requested to retire with the committee on Constitution and By-Laws.

The Committee reported the following Constitution and By-Laws which were adopted unanimously:

### PREAMBLE.

We, the undersigned, being regularly engaged in the buying and selling of grain, and recognizing the necessity of an association of grain dealers, do hereby associate ourselves in an organization, the object of which shall be the advancement and protection of the common interests of those regularly engaged in the grain business, the formulating of rules for the transaction of business and the promotion of friendly relations among legitimate grain men of the country; for the furtherance of that purpose we hereby create and establish this Constitution.

### ARTICLE I.—NAME.

Section 1. The name of this organization shall be the Illinois Valley Grain Dealers Association.

### ARTICLE II.—MEMBERSHIP.

Section 1. Any person, firm, or corporation operating a grain elevator, and engaging in the buying and selling of grain continuously, may become a member of this association; also any person, firm or corporation who has engaged in the buying and selling of grain continuously at one station for a period of two years, yet has no elevator, may, upon the recommendation of two members, firms or corporations operating grain elevators at the same or nearby stations, be admitted to membership.

Sec. 2. No person, firm or corporation shall be admitted to membership in this association unless he or it shall receive a three-fourths vote of the whole Board of Managers.

### ARTICLE III.—OFFICERS.

Section 1. The officers of this Association shall be a Chairman, a Secretary and Treasurer,

and a Board of Managers composed of the Chairman, Secretary and Treasurer and one member from each county, who shall be ex-officio Local Chairman in his county.

Sec. 2. The election of officers shall be held at each annual meeting, and they shall hold office for the term of one year, or until their successors have been duly elected and have qualified. The Chairman, and Secretary and Treasurer shall be elected by all the members. Each other member of the Board of Managers, who shall be ex-officio Local Manager in his own county, and shall be elected by the members doing business in the county he represents. No member shall represent more than one county on the Board at the same time.

Sec. 3. In case the office of Chairman, or Secretary and Treasurer, becomes vacant, a successor to the office shall be selected by the Board of Managers until the next annual meeting.

Sec. 4. When a vacancy occurs in the Board of Managers, a new representative shall be selected by the members doing business in the county, whose representation on the Board has been vacated.

### ARTICLE IV.—DUTIES OF OFFICERS.

Section 1. It shall be the duty of the Chairman to preside at all meetings of the Association, and of the Board of Managers, and have a general supervision of the work of the Association.

Sec. 2. In the absence of the Chairman the members shall choose some member in good standing to act as such during the meeting.

Sec. 3. It shall be the duty of the Secretary and Treasurer to record and preserve the minutes of all meetings of the Association and of the Board of Managers. He shall conduct all correspondence and issue all notices of meetings. He shall make a full report of the work of the Association at each annual meeting, and perform any other duties required of him by the Board of Managers. He shall collect all membership fees and dues due the Association. He shall report the condition of the finances at each annual meeting of the Association.

Sec. 4. It shall be the duty of the Board of Managers to look after the interests of the Association between meetings; follow the general policy outlined by the members at the annual meetings, transact the necessary business of the Association, investigate all complaints that may come before it, work for their adjustment, and audit the books of the Secretary and Treasurer once a year.

Sec. 5. A majority vote of the whole number of the Board of Managers present at a meeting, or of a vote by mail to the Secretary, shall be valid action of the Board.

Sec. 6. Each member of the Board of Managers other than the Chairman and the Secretary-Treasurer shall be ex-officio Local Chairman in his county. He shall have power to call meetings of the members of the Association in that county, and may join with the Chairman of an adjoining county in a call for a joint meeting of members of such counties. It shall be his duty to call meetings of the members in county at least once every six months, and he may call meetings at more frequent intervals, if necessary, or if desired by the members, for the purpose of bringing the local dealers closer in touch with one another and for learning the troubles that exist in his county. He shall use his influence to bring about the settlement of all local troubles, and shall have power to appoint committees to assist him in this local work.

### ARTICLE V.—AMENDMENTS.

Section 1. This Constitution may be altered or amended by a two-thirds vote of the members present at any meeting of the Association.

### BY-LAWS.

### ARTICLE I.—MEETINGS.

Section 1. The annual meeting of this Association shall be held at a time and place decided upon by the Board of Managers.

Sec. 2. A quorum shall consist of a majority of the members in good standing.

Sec. 3. The Board of Managers shall meet quarterly, and at such other times and places as they may decide upon. The Chairman may call special meetings whenever he deems it necessary.

### ARTICLE II.—FEES AND DUES.

Section 1. Each application for membership shall be accompanied by a membership fee of \$5, and shall be made to the Secretary and Treasurer, who shall submit same to the Board of Managers, or to each member of the Board by mail. Applicants receiving three-fourths of the votes of the Board of Managers shall be admitted to membership. If the applicant is not elected to membership, his fee shall be returned to him.

Sec. 2. The annual dues for membership shall be \$5 per year, payable in advance. Members who list more than one house shall pay in addition to the annual dues, an annual fee for each house in excess of one, and not exceeding ten, \$1 each.

Sec. 3. Members in arrears may be suspended from membership, and shall not be considered in good standing unless dues have been paid. No member in arrears shall be entitled to vote at any meeting of this Association.

### ARTICLE III.—COMPLAINTS.

Section 1. All complaints or grievances shall be made to the Local Chairman of the county, or direct to the Secretary of this Association.

Sec. 2. All complaints and grievances that are not speedily remedied by the county organizations shall be referred by the Secretary to the Chairman of the Association, who may, if necessary, appoint a special committee to make a thorough investigation of each case.

Sec. 3. Appeals from action of the Chairman or committees may be made to the Board of Managers.

### ARTICLE IV.—DUTIES OF MEMBERS.

Section 1. It shall be the duty of each member of this Association to aid in protecting the interests of the members of this Association and to assist in advancing the common interests of all, in every way possible.

### ARTICLE V.—AMENDMENTS.

Section 1. These By-Laws may be altered or amended by a majority of the Board of Managers, or by the majority of the members present at any meeting.

### VALLEY ECHOES.

Several joined the next day.

The Farmers' Alliance Band met the visitors at the station.

Geo. C. Dunaway of Utica was elected Secretary-Treasurer.

The Grain Dealers Journal was represented by Charles S. Clark.

The dealers in the vicinity of LaSalle have been splitting cents—twice—Herrington.

Thirteen firms paid the first year's dues, and several others signified their intention of joining.

Geo. E. White, Traveling Freight Agent C. R. I. & P. R. R. added his words of encouragement.

A. R. Sawers, Chicago, nominated J. F. Kilduff of LaSalle for Permanent Chairman, seconded by J. H. Carlin of Peru and elected.

The Chicago houses represented were Calumet Grain & Elevator Co., by Arthur R. Sawers and R. T. Herrington; W. R. Mumford Co., by Wallace Armstrong and Ware & Leland, by L. B. Wilson.

J. A. Jamieson of Marseilles moved that the membership fee be rebated to each member paying the first year's dues during the current month and that all such shall be considered charter members. Carried.

B. F. Walter, traveling representative of the Illinois Grain Dealers Association invited the Association to join the state association and upon motion of C. L. Douglass, seconded by Geo. Beyer the officers were empowered to apply to the state association for a charter as a branch of that organization. Carried.

Among those present were V. L. Anderson, Anawan; Geo. Beyer, DePue; J. H. Carlin, Utica; J. C. Dewey, Anawan; C. L. Douglass, Marseilles; G. C. Dunaway, Utica; J. Farrell, Midway; W. M. Hirschy, Spring Valley; M. J. Hogan, Seneca; W. D. Holly, Peru; J. A. Jamieson, Marseilles; J. F. Kilduff, LaSalle; R. P. Macauley, Atkinson; W. A. Mussey, Atkinson; R. Oliver, Joliet; F. M. Shaw, Streator; H. T. Truby, Joliet; B. F. Walter, Decatur.

The following temporary county chairmen were selected: LaSalle County, J.



H. Carlin, Utica; Bureau County, Geo. Beyer, DePue; Henry County, R. P. Macauley, Atkinson; Grundy County, O. T. Wilson of Morris; Marshall County, Wm. Ridell, Sparland.

W. M. Hirschy moved that each should be a committee of one to hustle about and get all competitors in line and to attend the next meeting in LaSalle, Dec. 27 at 2 p. m.

A vote of thanks was tendered the outsiders for assistance rendered in organizing the Association and the officers were instructed to reimburse the Secretary of the Grain Dealers National Association for expense of calling meeting.

The meeting then adjourned.

The Farm Implement News of Chicago surprised its many subscribers with

### BURSTING OF PEAVEY'S TANKS AT DULUTH.

After conducting an experiment with cement tanks in this country, and inspecting the cement grain storehouses of Europe, the Peavey Company last summer decided to erect thirty cement tanks adjoining its elevator on Rice's Point, Duluth. Work was begun immediately and the first week of this month fifteen completed tanks were inspected by interested parties and guests. The last of the first lot of grain had hardly fallen into the new storage bins, when a wall gave away and permitted a lot of grain to fall to the ground outside the plant.

In the construction of this plant the cylindrical bins were built 104 feet high in three rows of five each and the spaces between these bins was also to be used

test was weaker than the circular form, but its breaking can be accounted for only by defective construction. The report that the concrete had not been given time to set is not credited. However, the fact remains that three bins were wrecked and the walls of adjoining bins cracked.

The illustration shows the break excellently, with fragments of concrete hanging to the shattered steel tie rods, and the pile of concrete debris and grain. The wall of the circular bin inside, forming the rear side of the bin that broke, is also shown, together with its little steel ladder.

E. Lee Heidenreich, who makes a specialty of building Monier Cement Tanks, when questioned regarding the disaster said, "Altho the arrangement and general outline of the tanks were according



Peavey's Cement Tanks at Duluth, Minn., Which Burst Dec. 7, 1900.

a handsome Christmas Number of 162 pages.

Alaska would hardly be considered a favorable field for the growing of grains, yet Professor Georgeson of the Department of Agriculture, who returned thence Dec. 11, succeeded in raising flax, oats and barley, and states that there is not the slightest doubt that grain can be matured anywhere in Alaska.

The mixed feed law on which Congress is expected to take favorable action provides a license of \$48 for the manufacturer and a tax of 5 cents pre 100 pounds. Mixed feed is defined to be of manufactured product, composed of other than grain, or cereal products, as oat hulls, cotton seed hulls and ground cobs. It will be a difficult matter to prove that oat hulls and cobs are not cereal products.

for storage. The first to be filled was one of these inside bins, its concave walls being formed by segments of each of the four cylindrical bins adjoining, which were connected by short straight concrete walls. Over 50,000 bushels of wheat had been placed in this bin when it gave away near the top. The falling grain and cement broke away much of the outside walls of the two cylindrical bins adjoining. The hole made in the outer walls is about 60 x 70 feet.

The break is a very serious matter; not only will the cost of repair be large, but that part of the house will no doubt be idle until spring. The owners do not blame the break to the concrete style of structure, but rather to faulty construction of the broken bin. All the circular bins are reinforced by steel tie-bands placed horizontally and making a complete circle. The bin selected for the

to my plans and suggestions, the detailed construction was executed by a Minneapolis contractor by the name of Mr. Haglin, who contrary to my specifications, suggestions and warning, built the tanks without vertical rods and in horizontal layers without bond. The distance between the circular tanks was excessive. Furthermore, the tanks were built of concrete (1 1-4 cement, 2 sand, 5 gravel), whereas the Heidenreich-Monier system uses a strong cement mortar which gives a better silica connection between the steel and the cement. Mr. Peavey in attempting to ignore the approved system of Monier construction has been experimenting in a manner which may prove very costly."

Metric weights and measures are provided for in a bill just introduced in Congress.



## THE SUPPLY TRADE

The smaller the supply of ammunition, the more careful the aim should be. Same in advertising.

The Reliance Mfg. Co., Indianapolis, Ind., write: We have been very busy during the past season.

The Foos Gas Engine Co., of Springfield, O., recently made a large shipment of its engines to the west.

F. C. Caldwell, Vice-President of the H. W. Caldwell & Son Co. reports that trade is very active for this season of the year.

Campbell & Pierce, grain dealers at Lewisburg, O., are sending out a calendar for 1901, which contains a very pretty rural scene.

It is true that advertising will not put merit into poor machines, but good machines often become poor for want of good advertising.

The Charles Mill Supply Co. is the style of a new elevator and mill supply house recently opened at 15 So. William St., New York, N. Y.

Reynolds Bros., Toledo, O., are still partial to the ladies, their beautiful calendar for 1901 presents four very artistic pictures of stylishly attired young women.

The firm name of Younglove, Boggess & Co., elevator builders, Mason City, Ia., has been changed to Younglove & Boggess Co. This firm has contracts for the immediate erection of several elevators.

The 1901 edition of the Columbia desk calendar is being distributed by the American Bicycle Co., Columbia Sales Department, Hartford, Conn. It will be sent to any address upon receipt of five 2-cent stamps.

The Brinson-Judd Grain Co., of St. Louis, Mo., is sending a very artistic calendar for 1901 to its many friends and customers. It is embellished by a head of Ceres in white relief on a dark green background.

Charles Brunner of Peru, Ill., who has been engaged in the manufacture of gasoline engines for a number of years and supplied many of them to country elevators, now makes his special elevator engine as large as 60 h. p.

G. D. Colton & Co., Galesburg, Ill., have recently completed an addition to their factory consisting of a foundry 115 x 60 and a two-story paint shop. An office building 18 x 28 has also been erected and equipped in modern style.

J. F. Zahm & Co., Toledo, O., have sent a notice to their friends and customers thanking those who have favored them with trade, enclosing one of their souvenir pen holders and wishing all a very Merry Christmas and a Happy and Prosperous New Year.

F. M. Smith representative of the Huntley Mfg. Co., has just returned from the rice fields of the Gulf states where he started a number of new rice mills and introduced several new rice machines, scoring a marked success with the New Monitor Bran Separator.

We have received from The Jeffery Mfg. Co., Columbus, O., copy of its latest special illustrated catalogue and price list of No. 57. It contains 96 pages of illustrated and descriptive matter for the saw mill, lumber and wood working industries. Copies will be mailed to interested parties upon application.

The Morley Respirator Co., of Saginaw, Mich., makers of the Hurd Respirator, seem to be securing the most of the elevator trade. Elevator operators have learned that a light rubber respirator, which can be quickly cleaned is far preferable to a heavy metal mask which hurts the face and makes breathing difficult.

Daniel McCaffrey's Sons of Pittsburg, Pa., who make a specialty of hay and straw, as well as grain, remembered their many friends in the trade at Christmas time with a very handsome pocket match safe. Inasmuch as hay and straw shippers have unusually strong reasons for keeping all their matches safe the present is more than acceptable.

The Robert Aitchison Perforated Metal Co., Chicago, recently closed a contract with one of the large thresher manufacturers of the Northwest for their season's supply of perforated metals; also a contract for over sixty thousand square feet of perforated steel for malt machinery. This company reports business very good and outlook promising.

We have received from Picker & Beardsley, St. Louis, Mo., a neat calendar showing the weight of produce per bushel at St. Louis, quantity of seed used per acre, tables to find freight per bushel, equivalent prices of clover seed and equivalent prices of timothy seed. These tables are printed on small slips of paper fastened under the calendar pad.

The Michigan Millers Mutual Fire Insurance Co., of Lansing, Mich., which is closing its twentieth year of successful business, is mailing to its friends and patrons a handsome leather-bound diary and memorandum book. The company now has assets, \$750,000; net cash assets, \$230,000. During 1899 and 1900 it collected from members but one-half the rate at which the insurance was written, which is equivalent to a dividend of 50 per cent.

The New Era Iron Works Co., Dayton, O., has recently bought and equipped a new plant at the corner of Second and Dale avenue, for the manufacture of the New Era Gas and Gasoline Engines. The capacity of the company is now doubled, and the sizes of the engines built run from 5 to 125 h. p. We have received the firm's new catalog, which illustrates the engine and describes its many good features. The catalog also contains some very valuable suggestions as to the care and management of gasoline engines, together with a few testimonial letters from some of the many satisfied customers.

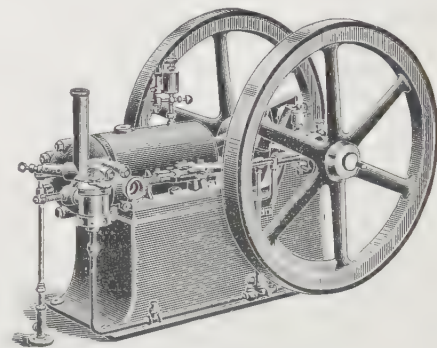
An interesting test of the Hess System of drying was made last week at the company's workshop, Chicago, in a small drier kept for experimental work. The material tested was wheat which had been boiled for two hours, and in which absolutely uniform drying was required. The material was furnished by the Battle Creek (Mich.) Sanitarium Food Co., and Mr. W. K. Kellogg, of the Sanitarium, was present to watch the operation. Furnace heat was used, and hot air of a temperature of 240 degrees was passed through the grain. At the expiration of 90 minutes Mr. Kellogg pronounced the operation completed to his satisfaction, the wheat having been dried to the required condition, suitable for the production of a health food in which it is used. Mr. Kellogg stated that for three years there had been efforts made to dry properly this material, without satisfactory results. The drying was successfully accomplished in the Hess Drier at the first attempt, and

an order was immediately placed by the Food Company, for a machine sufficient for present and future needs. The adaptation of the Hess Drier to the needs of Cereal millers will undoubtedly meet with as great a success as it has in the elevator and grain trade.

### THE BRUNNER ELEVATOR ENGINE.

In these days of severe competition and strife a manufactured article has to be sold on its merits. It must be able to stand all tests and perform its functions well.

There are many gas and gasoline engines on the market, and the majority are sold strictly on their merits. Others are made only to sell, not to furnish power for an elevator. It is their cheapness alone which enables the swindling seller to dispose of his old iron.



Brunner Elevator Engine.

The gasoline engine of to-day that is finding a ready sale and giving satisfaction to the user is not the one which has price alone to recommend it, but this one is simple in construction and economical in the consumption of fuel.

The accompanying illustration is of the Brunner Elevator Engine made by Charles Brunner, Peru, Ill. This engine is made in two styles, vertical or horizontal. It is not likely to get out of order being simple in construction, hence it is easy to operate. It can be installed without the assistance of an expert, by any one capable of following printed instructions.

The engine is equipped with either hot tube or electric ignitors, and can be run on manufactured gas, natural gas or gasoline. It contains a minimum number of cubic feet of gas per hour, per actual horse power developed.

As will be seen from the cut all the working mechanism of this engine is on the outside and accessible, so it is easily oiled, cleared and kept in running order.

C. J. Hurst, a prominent grain dealer of Manchester, Eng., is visiting the principal markets of the United States.

Fourteen of the largest steel plate mills in the United States have formed a combination, which, in point of capital, is the second trust in size in this country. Grain elevator men who contemplate erecting steel storage tanks should get orders in early.

The old schooner "Chicago Board of Trade" went on the Niagara reef recently, and was broken up by the high seas. The boat was one of the oldest on the Lakes. Its destruction may be a bad omen for the institution of the same name, which, for some time past, has been navigating troubled waters.



## IMPROVED CROP REPORTS.

Mr. H. S. Grimes, President of the Ohio State Board of Agriculture and the Ohio Grain Dealers Association, delivered an address upon better Government Crop Reports, at the annual meeting of the Grain Dealers National Association at Indianapolis last month.

Mr. Grimes covered the ground thoroughly in very well timed remarks, and convinced his audience that it was necessary for the benefit of all interested persons, that there should be more accuracy and reliance placed in the report sent out by the Government as to the products of the farm.

Mr. Grimes claims that twenty-five states in the union produce ninety-five per cent of the farm products, and if the Government in order to secure positive conditions as to the growing crops and crops in the hands of the producers, dealers and consumers in these twenty-five states, would have a statistician located so he could be able to cover from one to three counties, as the conditions exist, and make his reports regularly direct to the statistician of his State, or to the United States statistician, and the traveling statistician in the different counties be a regular Government employe, working from one month's end to the other, the entire year, we would not only be able to get the conditions monthly of all cereals, and other farm products that are on hand in every locality, but we would get the conditions from the time the cereals and other products are seeded until they are ready for the markets. By that means Mr. Grimes claims he can see no other result but perfect and reliable reports, so when the Government gives them to the public they can be relied upon.

Mr. Grimes states that the Government owes to the people actual reports and not reports that are based upon the present method now in vogue in the United States and used by the statistician at Washington, D. C. He says that we only get what he terms the invisible stocks, twice a year, and then it is principally guess work. He explains this by stating that hundreds of persons who are now reporting are doing their work gratuitously, and follows up this statement by saying it is impossible to get people to do the work and do it in an accurate manner without any compensation, making the statement that we should have regular Government employes for the purpose. He also stated that his theory was approved by John Hyde, United States statistician, and submitted communications from Mr. Hyde, the contents of which justified his statements.

There is no question whatever but that Mr. Grimes' ideas are good, and by adopting them or similar ones there would be no necessity of special reports being gotten out by dealers all over the country and having the wide differences that always exist between the Government and individual statistics.

As said before, the Grain Dealers National Association passed a resolution to bring this matter before Congress. Mr. Grimes also stated that similar resolutions had been passed by the National Hay Dealers Association at Baltimore last August and also the Ohio Grain Dealers Association in October last.

The resolutions offered by the committee on resolutions at the Grain Dealers National Association in Indianapolis on the 22nd of November were heartily en-

dorsed by every member of the Association present and caused considerable comment from the leading journals over the country.

We hope to be able to have some good reports from our present Congress upon this question as it is one of very vital importance to the community at large, as there is nothing that is of more benefit if we are to have them at all, than accurate reports from the Government.

## BUYING EAR CORN BY THE HUNDRED WEIGHT.

The use of the hundredweight by the grain dealers of Ohio and Indiana in buying ear corn has attracted so much attention that six questions were submitted to the dealers of these states. Some of the replies from Ohio dealers are presented herewith. Other replies from Ohio were published in the Journal of Nov. 10, page 306, and from Indiana, Dec. 10, page 376.

The questions and replies are as follows:

(1) Will you kindly inform us whether or not you have ever made a practice of buying ear corn by the hundredweight?

(2) If so, please state in full the advantages gained by its use.

(3) What disadvantages and troubles may a dealer expect to encounter in trying to buy ear corn by the hundredweight?

(4) If you buy ear corn by the bushel, please state the number of pounds you take at different seasons of the year.

(5) What do you consider the easiest and best method to secure the adoption of the hundredweight for buying ear corn in country markets?

(6) Please give us the names of the firms in your neighborhood who have bot, or are now buying, ear corn by the hundredweight.

West Liberty, O., Baldwin & Elliott: (2) We hope we can get in line to buy by the hundredweight, as this would stop the one question: How many pounds are you taking? My corn is dry. Think you ought not to take over 70 pounds. That is what quite a few are saying now, Nov. 3, as we have been taking 72 pounds until this week. (4) Jan. 1 we commence taking 68 pounds. (6) Never in this locality.

Mt. Victory, O., V. W. Lyman, of Lyman & Beilstein: (1) No. (2) All grain ought to be handled by the hundredweight. It would be much more convenient in figuring the amount and it would save some confusion between different states where the weight of the standard bushel is different. Some dealers buy and sell oats by the cwt., also shelled corn. (3) I cannot see any disadvantage in buying grain by the cwt., after the custom once is established. (4) We have to be governed by the dampness of the corn in buying by the ear, the same as we would in buying wheat not up to the standard, take more for a bushel or buy it cheaper. We have taken our standard weight for a bushel of ear corn at 72 pounds, will soon take 70 pounds, and after Jan. 1, 68. (6) No dealer near us buys corn by the hundredweight. I am anxious to handle all grain by the hundredweight and will hold up both hands for it.

Cincinnati, O., ———: (1) I have not. (2) Can see no particular advantage. (3) While the computation is of course a simple one, it is outside of the general custom and would cause confusion. (4) 70 pounds to the bushel on new corn until the committee on grain acts. (5) A general convention possibly, but the best way is to have the various grain exchanges establish the rule and recommend its change to the state boards. (6) Know of no one.

Cincinnati, O., ———: (1) No. (3) Those usual when changing from any old long-established form of doing business. (4) 70 pounds to the bushel for new ear corn until Chamber of Commerce considers it sufficiently dry to reduce to 68 pounds. (6) None.

Hillsboro, O., ———: (1) No. (4) 68 the year round. (6) None.

Cleveland, O., ———: (1) We buy ear corn by the hundredweight exclusively. (2) The advantages gained by its use are numerous. We find that it causes a great many misunderstandings in trying to buy it by the bushel on account of the different standards of weighing used in various stations. (3) We can see no disadvantage whatever in buying corn in this way. (5) We have given this but little consideration, but if all dealers would agree to buy corn by the hundredweight instead of by the bushel, we think its adoption would speedily be gained. We think all grain should be bought and sold by the hundredweight.

Mason, O., Albert Dills: (1) I never bought any corn by the hundredweight. (3) I think it would be hard to understand the difference between a bushel and 100 pounds. (4) I usually get 70 pounds until Jan. 1, 68 after. (5) I do not think it could be adopted here. (6) No one.

East Liberty, O., Greeley & Co.: (1) We have not. (2) Saves figures. (3) None. (4) We are now (Oct. 27) taking 72 pounds after January 68. (5) Get country buyers to organize.

Florida, O., J. W. Long: (1) I buy ear corn altogether by the hundred. (2) A great deal of the corn raised in this county is Leaming or white cap corn and will not hold out at any time of the year at 68 pounds to the bushel. This enables me to secure more pounds to the bushel. (6) A. Grower, Dick Spangler and A. M. Russell, of Defiance, O., Cloverleaf Elevator at Holgate, Jo, Calkins at Jewell, and J. Vocke and Kolb & Co., at Napoleon, O.

Defiance O., E. D. Russell: (1) Yes. (3) No disadvantage. (4) Figure mostly on a basis of 70 pounds per bushel; 70 pounds up to Jan. 1, and 68 after. (4) Only one, and that is to explain for example that at 40 cents per 100, 70 pounds are worth 28 cents, and 30 pounds, 12 cents total for 100 pounds, 28 plus 12, or 40 cents. (6) J. D. Spangler, A. Crowe, Mr. Hawkins at Jewell, Long at Stanley, Herzer at Paulding, and Green at Cecil.

Paulding, O., Ireton Bros.: (1) Yes. (1) It saves an immense lot of time in figuring and many a controversy over the number of pounds to take per bushel. (3) None, I think. (5) Call a meeting of the grain dealers and adopt. (6) Churchill & Co., Grover Hill; William Green, Cecil, O.; J. W. McMillen, Van Wert, O.; C. A. Bissell, Antwerp, O.; Herzer Elevator Co., Paulding, O., and Frank Windiate, Worthingville, O.

Outville, O., Burton, Cain & Co.: (1) No. (3) To get the farmer to understand. (4) 79 pounds to last of December. (5) Wholesale dealers and track buyers to quote by 100 pounds.

Montpelier, O., W. E. Riley: (1) No. All corn fed at home. (4) 70 pounds before Jan. 1, 68 after. (6) Henry Keck, Bryan, O.

Fort Jennings, O., ———: (1) No. (2) A gain to the dealer in buying by the cwt. A bushel of good ear corn will shell out at 56 to 60 pounds. (3) None. (4) Oct. 1 to 15, 75 pounds; 15 to 31, 72; Nov. 1 to 15, 70 to 72; 15 to 30, 70. (5) That would be with the dealers to adopt this method.

Lewis Center, O., J. O. Gooding: (1) Never. (2) Do not know of any, but convenience of figuring. (3) All kinds of trouble until the farmers get accustomed to that way of figuring. (4) I take number of pounds as I contract according to condition and kind of corn. Do not have fixed time for changing the number of pounds. (5) To see all dealers and get them to adopt that system. (6) Do not know of any.

Jewett, O., Kisser & Good: (1) No. (3) Farmers want to know how much they get a bushel when they sell, without figuring. (4) We are taking 72 pounds and later will take 70 and 68. (5) All dealers to buy that way and agree to that method and stay to the agreement. (6) Know of none.

Troy, O., Edwards Bros.: (1) Never have. (4) 72 pounds to Jan. 1, 70 pounds after. (5) All dealers to adopt the plan at one time. (6) None that we know of.

Eastern Indiana, ———: (1) We have not. (3) Opposition of farmers, who would think it a scheme on the part of dealers to beat them in some way. (4) Our state law requires us to take 70 pounds up to Dec. 1, after that 68; this is unjust to the dealer at times, and on those occasions we leave the word bushel out of our contracts, and pay so much for so many pounds. (5) We believe the concerted action of all buyers in adopting the hundredweight system would quickly settle the question, and we have no doubt it would soon become popular with both buyers and sellers. (6) J. C. Daniels & Co., Milledtown, and some or all the dealers at Anderson.

Selma, O., ———: (1) No. (4) 70 before Jan. 1, 68 after. (6) There are none.

Hoover, Ind., Shirk & Haskitt: (1) Have not. (2) Advantage of uniformity. (3) Do not know of any. (4) We take 75 pounds early, then 72, and after the corn becomes dry, 70 pounds for a bushel. (5) "The way to resume is to resume," and the way to adopt the hundredweight rule is to begin and buy that way. (6) None that we know of.

The Saturday Evening Post of Philadelphia, for Dec. 22 contains in addition to a number of other interesting articles, one by the Mayor of Chicago on the city's present and future, which is embellished by illustrations of Chicago's grain elevators and the trading floor of the Board of Trade.



# GRAIN TRADE NEWS.

## CANADA.

Cropley & McNeill have succeeded Atwood & Thompson, dealers in grain and hay at Greenwood, B. C.

J. H. Abraham will buy grain at Sprague, Man., as agent for the Northern Elevator Co., of Winnipeg, Man.

F. F. Cole, a leading grain dealer of Toronto, Ont., and a member of the Board of Trade, died recently. At one time he operated an elevator at Kingston.

J. E. Botsford and F. D. Jenks of Port Huron, Mich., propose to erect at Sarnia, Ont., a 1,000,000-bushel grain elevator if the Grand Trunk Railway will furnish the site and the town will assist.

Fire at Alexander, Man., Dec. 11, destroyed the Farmers Elevator with 16,000 bushels of wheat. Loss on building about \$6,000; insurance, \$5,000. The grain was fully insured at its market value.

The new elevator of the Intercolonial Railway at St. John, N. B., is working well, but grain is slow in arriving for export. One feature of this plant is a conveyor of a third of a mile in length, running above street and tracks. The builder is J. A. Jamieson.

G. T. Smith, local manager for the Conners Syndicate, states that the elevator will be finished in 1901, and that "the continual suspicions are uncalled for. No one else is as anxious to go ahead as we are; no one has more interest in the matter than we have—not even the Harbor Commissioners; and there is lots of room in the harbor for other elevators."

Stocks of grain in store at Fort William, Port Arthur, Keewatin, Winnipeg and interior points on Dec. 8 aggregated 4,850,000 bushels; against 7,800,000 bushels a year ago and 6,730,000 bushels two years ago. Wheat shipments from Fort William for the week were 617,000 bushels; compared with 779,000 bushels a year ago. Receipts were 359,000 compared with 806,000 bushels.

Chief Grain Inspector Horn has issued a statement showing the amount of wheat inspected in the Manitoba division during September, October and November, with the figures for the corresponding period a year ago. This report shows that during these months in the present year 5,989 cars, or 4,970,870 bushels have been inspected, against 15,768 cars, or 13,087,460 bushels for the same period in 1899. The percentage of No. 1 hard is also very small, comparatively, only 652 cars being shipped of this grade this year, against 12,047 for 1899.

The Montreal Board of Trade at a meeting Dec. 12, resolved that the council of the Montreal Board of Trade hereby prays the Dominion Government to take immediate steps to bring to the notice of the Government of Great Britain the fact that our grain and other products are almost entirely prohibited from importation into Germany under

the *modus vivendi* existing since the abrogation of the Anglo-German treaty of 1865, and to impress upon the British Government that Canadian products should be hereafter admitted into Germany under the minimum tariff granted by her to the most favored foreign nations.

## CHICAGO.

Who and where are Harney Bros? Board of Trade memberships are selling at \$1,900.

Very little of the corn arriving at Chicago during the present month is good enough to grade contract.

The new 500,000-bushel transfer elevator of the Baltimore & Ohio Railroad will be placed in operation early in January.

President Major reports that the American Linseed Co.'s plan to raise \$5,000,000 additional working capital is progressing.

The Illinois Central Railroad has canceled its order prohibiting thru billed cars of grain from being transferred to other roads.

Feno Smith has sold his membership in the Board of Trade, and will engage in other business, with Lloyd J. Smith as sales agent.

Trade in corn futures is expected to become more active with the arrival of real winter cold, when the percentage of contract grade will increase.

A committee has been appointed to investigate the charges that President Warren is interested in the Cleveland Telegraph Co. to the detriment of the Board of Trade.

Melville S. Nichols, who was a leading member of the Board of Trade from 1858 until the collapse of the McGeoch deal in 1883, died Dec. 20 at the residence of his son-in-law.

H. A. Foss, Board of Trade Weighmaster, remembered his many friends in the trade with a combination pocket diary, memorandum and pocketbook bound in morocco with name stamped on cover.

Representative Mann of Chicago has introduced in the House a resolution for the improvement of the Calumet River below the forks, and from the forks to a point one-half mile east of Hammond, Ind.

New officers of the American Malting Co. for the ensuing year are: President, Charles Stadler; vice presidents, Charles Goodyear and Charles Purcell; treasurer, L. L. Standton; secretary, George Niedlinger.

A party of commission merchants conferred with President Warren recently to learn what could be done to compel the private wire houses to bear a larger share of the burden and expense of the quotation fight.

Price movements in December corn have given rise to rumors of another corner. Regardless of corners, the natural scarcity of and good demand for

the contract grade justify a price several cents above the May future.

To keep out 'undesirable' applicants for membership it is proposed that the rules of the Board of Trade be changed from an affirmative vote of 10 directors to a vote of 15 out of the 18, or that three black balls shall debar an applicant.

The recent discovery by the city authorities that the permit of the War Department for the proposed dock line at the Calumet Grain & Elevator Co's plant expressly acknowledged the city's rights, may prevent the building of the dock without the consent of the council.

Ald. Maypole, chairman of the council committee on river and harbor, happens to own property near the Washington street bridge which brings him an annual rental of \$25,000, and which he claims will be damaged by the proposed removal of the bridge in the interests of navigation.

On complaint of 100 members of the Open Board the grand jury has indicted Ira W. Foltz, John W. Culver and William Scott on the charge of conspiracy. These men annoyed members of the Open Board by charging them with operating bucket shops and procuring warrants for their arrest on various charges with a view to extorting money.

The Rialto Elevator Co., a Wisconsin corporation composed of the Nye & Jenks Grain Co., Chicago, and the Nye & Schneider Co., Fremont, Neb., has purchased for \$88,000 a strip of ground on the Calumet River at South Chicago, on which to erect immediately a steel and cement grain elevator to have 1,000,000 bushels capacity and cost \$300,000.

Grain commission merchants are divided in their opinion as to the Nohe tax bill. Some think the bill was not introduced in good faith; and that those who will suffer if it becomes a law will be asked to contribute for its suppression. Nohe alleges that his bill is aimed at the bucket shops; that the \$2,000 annual license will drive them out of business, leaving the field to legitimate concerns with financial responsibility.

Herbert F. Robinson is charged with having used the mails to defraud. Circular letters were sent out on the stationery of Bartlett, Frazier & Co., signed J. C. Bartlett, soliciting money for grain speculation on the representation that said Bartlett was a member of the firm, which denies all knowledge of him. A post office inspector seized a number of letters in Robinson's office containing sums ranging from \$200 to \$500.

With regard to the charges of Mr. Riordan that he is unduly interested in the Cleveland Telegraph Co., President Warren says: Neither Mr. Robbins nor myself, nor any member, officer, or director of the Board of Trade has a cent's worth of personal or financial interest in the Cleveland Telegraph company, and could never have offered it for sale. As a matter of fact, it never has been offered by any one, at any price, at any time or place.

The Milwaukee & Chicago Breweries, Limited, and the City of Chicago Brewing & Malting Co. have just made public their annual reports for the fiscal year ended Sept. 30. The former made a profit of \$169,769, while the latter lost



\$1,000. Sales of the one increased 44,439 barrels, and of the other decreased 11,973 barrels. The directors of the corporations ascribe the unsatisfactory results to the war tax on beer and to the condition of the malting business.

The Columbia Malting Co. has decided to double the capacity of its plant in South Chicago and has let the contract to the Wm. Graver Tank Works for four steel storage tanks and for steep tanks. The total storage capacity will be 800,000 bushels. The working part of the elevator will be enlarged and the cleaning capacity doubled. One leg for elevating green malt will be added. The power plant will be enlarged by the addition of a 300 h. p. engine. When all the contemplated improvements are completed the plant will have a capacity of 2,000,000 bushels.

Frank D. Riordan has obtained an order of court restraining the directors of the Board of Trade from trying him on the charge that he had had dealings with the Central Grain & Stock Exchange, an alleged bucket shop. Riordan's testimony, in the recent trial of the Central's suit against the Board, that he had executed cash orders in grain for the Central, gave the operations of the concern a flavor of legitimacy; and, more than any other testimony, contributed to the failure of the Board's defense. His attorneys allege that the rule of the Board prohibiting trade with bucket shops is illegal, on the ground that it is contrary to public policy for the Board to prohibit anyone from trading with whom he sees fit. Close observers of the situation see in this latest action by Mr. Riordan a clever attempt to embarrass the Board in its contest with the Central and the Western Union Telegraph Co., of which Mr. Riordan is said to have been formerly the auditor.

### ILLINOIS.

M. R. Walsh has about completed his new elevator at Cardiff, Ill.

M. E. Howrey, Kemp, Ill.: Cannot do without the Grain Dealers Journal.

Work is to be pushed on McLaughlin's new elevator at Little York, Ill.

E. D. Churchill & Son, Chenoa, Ill., are making repairs at their elevator.

B. F. Baker has the grain business and elevator at South Delana, Ill., of E. W. Clark.

The Gordon Milling & Grain Co. has completed its 30,000-bushel elevator at Burtonview, Ill.

The Sheldon Elevator Co., Sheldon, Ill., has installed new scales on a solid stone foundation.

William Susdorf will remove from Big Slough to Prospect, Ill., to take charge of his father's elevator.

Gibb & Stuckey's elevator at Fairbury, Ill., caught fire recently. The flames were extinguished with small loss.

J. B. Walton, grain dealer at Champaign, Ill., had a bad fall recently while descending the steps at his home.

M. E. Howrey of Kemp, Ill., has sold his interest in the elevator and grist mill of Howrey & Cuppy at that place.

The Farmers Elevator Co., Wapella, Ill., will begin the erection of the elevator very soon. The switch has been graded.

Plano Rood, a younger brother of Manager F. N. Rood, has entered the

employ of the La Rose Grain Co., La Rose, Ill.

The C. R. I. & P. R. R. buys screenings and clippings for feeding sheep in transit at Stockdale, (formerly called Sheep Pens) Ill.

The Neola Elevator Co., Chicago, has bot the elevator at Alexis, Ill., of the Alexis Grain Co., and will retain Harry Lafferty as local manager.

M. P. Harris, dealer in grain and lumber at Lee, Ill., while unloading posts from a car, fell, and broke his wrist, and put both limbs out of joint.

The old Jennings' elevator at Mattoon, Ill., built at the close of the war, is being demolished to make room for the double track of the Illinois Central.

Roy Custis will have charge of the elevator just completed at the new town of Wayne on the Alton Railroad between Delavan and Hopedale, Ill.

The gasoline engine in Mr. Keeler's elevator at Pearl City, Ill., recently broke down on account of the bending of the crank shaft by a loose journal bearing.

N. Eisenhauser has about completed a 20,000 elevator on the Illinois Central R. R. at Dimmick, Ill. Power is supplied by a Brunner Elevator Engine.

J. H. Taggart & Son are remodeling and enlarging their elevator at Evans, Ill., and will connect the house with their plant at Wenona by a telephone line.

William Wining of Fairbanks, Ill., has bot of F. M. Powell, a half interest in the elevator at Arthur, Ill., recently purchased of the Hudnut Co., and will operate the plant in partnership, as at Fairbanks.

W. A. Rosenberger and Herbert Ortman have leased the elevator of Adam Wamba at Martinton, Ill. Mr. Ortman will manage the elevator while Mr. Rosenberger continues the grain business at Papineau.

J. W. Thornton & Sons have succeeded Austin & Thornton, grain dealers at Gardner and Booth's Station, Ill., C. F. Austin having sold his interest to Mr. Thornton.

Safe blowers recently made an unsuccessful attempt to obtain a large sum of money from the strong box in Stege Bros. elevator at Matteson, Ill. A month ago the same office was entered and the safe blown open.

Rogers, Bacon & Co., have displaced the 100-h. p. electric motor in their elevator at Champaign, Ill., with a 110-h. p. steam engine housed in a small brick building. The Day Dust Collection System has been installed.

N. Bentz, Nokomis, Ill., Dec. 13: Wheat is looking well; acreage small; corn moving freely when roads permit. Cars too scarce to make handling pleasant. Crop about 40 per cent marketed; yield and quality good.

A bill will be presented to the Illinois legislature to utilize the vast quantity of lime rock from the Chicago drainage canal in building good roads by convict labor in any section of the state willing to pay a nominal sum per yard.

Edward L. Easton the wealthy grain dealer of Peoria, Ill., on Dec. 12, was adjudged insane, and has been sent to a private sanitarium in the east. He is 58 years old, and a trustee of the new state asylum for the incurably insane at Bartonville.

Governor Yates has been waited upon by delegations from Chicago Board of

Trade and the country grain dealers, the former desiring a Board of Trade man and the latter a country grain shipper to be appointed on the state railroad and warehouse commission.

Fire at Sullivan, Ill., Dec. 12 completely destroyed the elevator of L. R. Smith & Co., together with 5,000 bushels of grain and a crib containing 3,000 bushels of corn. Partly insured. Mr. Smith informs us that he will rebuild as soon as possible a modern elevator.

A Chicago man, C. Gobbell, keeps a horse and buggy at Tingley Park, and every other day drives about the country buying grain from the farmers. When the local elevator has been closed on account of a lack of business, the farmers may appreciate the value of an open market, where they can get cash for their grain every day.

Charles E. Kinney of the Mattoon Elevator Co. has let the contract for the construction at Mattoon, Ill., of a grain elevator of 45,000 bushels capacity to G. B. Ballard of Mattoon. The machinery will be supplied by the Duckwall-Harman Rubber & Supply Co., Indianapolis. James L. Senteny of Mattoon will supervise the work.

Charles L. Douglass of Marseilles has bot the grain business of J. N. Shuler and his lease of the Eames elevator on the canal at Ottawa, Ill. A track will be laid to connect with the Rock Island Railroad. Mr. McCormick of Grand Rapids will take charge while Mr. Douglass continues to devote his attention to the grain business at Marseilles.

### INDIANA.

Stout & Son, grain dealers at Silver Lake, Ind., are driving a well at their elevator.

Charles W. Mouch has bot a half interest in the elevator of W. J. Mercer at Mount Summit, Ind.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The machinery is being removed from the plant of the Lyons Milling & Elevator Co., at Lyons, Ind., to Linton, Ind.

Burt Finch is managing the new elevator at Fickle, Ind., for J. O. Finch, grain dealer at that place and Clarks Hill.

Lewis Blankenbaker has removed from Brook to Wolcott, Ind., to enter the employ of McCray, Morrison & Co., grain dealers.

H. C. Silver and Anthony Weber have formed a partnership as Silver & Weber, to deal in grain, hay and wool at Huntington, Ind.

Crabbs & Reynolds of Crawfordville have bot the elevator of B. H. Ross at Reynolds, Ind., and will continue Clyde C. Wheeler in charge.

George Harris and J. M. Jarrett, grain dealers of Fountain City, Ind., are negotiating to put in a line of elevators along the new Cincinnati, Richmond & Muncie Railroad.

R. Davis & Sons are conducting a scoop shovel grain business at New Castle, Ind., with the result that prices paid for corn are above the market, and the farmers are revelling in joy.

The C. M. Seckner Engineering Co., Chicago, is remodeling the old elevator of the Churchill-White Grain Co., at South Bend, Ind. The machinery and



supplies are furnished by the Dodge Mfg. Co., Mishawaka, Ind.

C. B. Helm, representing the Cleveland Grain Co., at Indianapolis, Ind., was married Dec. 20 to Miss Alice Hughes of Indianapolis. About thirty country grain dealers were present and gave Mr. Helm a hearty ovation.

Frank Lawrence, the 19 year old son of Edward Lawrence, proprietor of the elevator at New Market, Ind., was suffocated, Dec 5, under a quantity of shelled corn which poured out of a chute after he had removed an obstruction.

Moses Clouse, foreman of the elevator at Glen Hall, Ind., met with a fatal accident Nov. 30. While trying to adjust a belt connected with the cob house he fell 18 feet to the ground, fracturing his skull. A few hours later he died.

The Woodburn Elevator & Milling Co. has been incorporated at Woodburn, Ind., with \$15,000 capital stock. Incorporators, B. P. Harris, Jacob P. Habger, David Sheldegger, Meno Yaggy, Daniel Stack, Philip Sprunger and E. R. Moser.

Mino Dickson, while at work in his father's elevator at Whiteland, Ind., recently, fell a distance of 16 feet upon a scantling placed over a sheller which was running at the time. He was severely bruised, but the piece of timber saved his life.

Fred P. Rush, for 43 years a grain dealer at Indianapolis, Ind., has sold his business and elevator property to F. M. Murphy, and will retire permanently from all active business Jan. 15. His partner, George E. Townley, died a few months ago, after having been associated with Mr. Rush since 1865.

H. Hardesty of Hamlet, Ind., is building a new 20,000-bushel elevator. It was designed and is being erected by the C. M. Seckner Engineering Co., of Chicago. Its equipment will include a Victor sheller and Western cleaner. Ajax rope is used for transmitting the power. The machinery and supplies were from the Weller Mfg. Co.

A new 30,000-bushel elevator is being built at Kewanna, Ind., by the C. M. Seckner Engineering Co., Chicago, for Long & Glispe. A Victor sheller and a Western cleaner will be installed. H. Channon Co.'s Ajax rope is used for transmitting the power which is furnished by a 40-h. p. Atlas engine. The Weller Mfg. Co., Chicago, is furnishing the machinery and supplies.

The C. M. Seckner Engineering Co., Chicago, is building a 70,000-bushel elevator, and remodeling the old one at Bourbon, Ind., for the Bourbon Milling & Elevator Co. The new elevator will be equipped with a Monitor clipper, separator and scourer, a Victor sheller and a Western cleaner. The machinery and supplies are being furnished by the Weller Mfg. Co., and the Ajax rope for the drivers by the H. Channon Co.

The grain dealers at Lafayette, Ind., have filed a petition in the circuit court asking the removal of Thomas Turnbull as grain inspector. The petition alleges that at the time of the appointment of Turnbull there was no jurisdiction to appoint said inspector for the reason that one Lewis Luddington of this city had been the duly appointed inspector for a number of years, acting under and by virtue of successive appointments of the Merchants Exchange and Lafayette Commercial Club.

J. M. Bailey of Wanatoh, Ind., is building a 6,000-bushel elevator at a country cross road and the Ft. Wayne Railway tracks. The house is located about equidistant from Valpariso and Wanatoh, and at a point where many farmers pass in going to either town. The railroad company is putting in a side track to the elevator. The elevator was designed and is being built by the C. M. Seckner Engineering Co. Its equipment includes a Victor sheller and a Western cleaner. The machinery was furnished by the Weller Mfg. Co.

Frank M. Murphy, who for the past ten years has been engaged in the banking business at Chicago with his brother-in-law, E. W. Shirk, has purchased the grain business and line of elevators operated by Fred P. Rush & Co., with headquarters at Indianapolis, Ind. The property includes elevators at Chrisman, Hume, Hildreth, McCowan, Newman and Murdock, all in Illinois; Dana, Ind., and cribs at Ogden and Raven, Ill., and Mt. Comfort and Sanborn, Ind. The business will be conducted under the name F. M. Murphy & Co. Bert A. Boyd and George A. Fisher will continue with the new firm.

E. S. Holmes, special agent of the statistical bureau of the agricultural department, who has just completed a trip through northern Indiana, expresses the fear that the two almost total failures of the wheat crop in 1899 and 1900 will be followed by another failure next year. Mr. Holmes declares that fully one-third the wheat examined has been seriously damaged by the Hessian fly and that with bad weather henceforth the plants will have small chances of maturing. In some localities he advised farmers to plow up their wheat and cultivate the land in other crops until the larvae are destroyed.

## IOWA.

Thomas Pratt is doing a scoop shovel grain business at Lohrville, Ia.

Pascoe & Dodd are trying to do a scoop shovel business at Popejoy, Ia.

The Rich elevator at Hartley, Ia., has been removed to the Rock Island tracks.

Mr. Flickinger is trying to conduct a scoop shovel grain business at Elwell, Ia.

M. S. Gunderson, a merchant at Dows, Ia., attempts to do a scoop shovel business.

Pohl & Scow have succeeded to the grain business of A. R. Weaver at Chaplin, Ia.

W. C. Endorf, Jr., has succeeded N. J. Edwards in the grain business at Toronto, Ia.

McMullen & Lancaster have succeeded George DeGroot, grain dealer at Bradgate, Ia.

Brooks & Brooks have succeeded G. B. Johnson & Co., grain dealers at Cornelia, Ia.

W. F. Cox is attempting to conduct a grain business at Burnside, Ia., with a scoop shovel.

J. N. Johnson & Co., have succeeded Mahoney & Johnson, grain dealers at Kanawha, Ia.

H. Emrich, of Ayrshire, Ia., is making an attempt to do a scoop shovel business at that station.

W. B. Darnell has bot the grain business of J. F. Miller at Wellman, Ia., and will take charge March 1.

Mr. Kline of Cherokee has been appointed agent for the Western Grain Co., at the new town of Ulmer, Ia.

Pease Bros., of Des Moines, have taken possession of the elevator at Storm Lake, Ia., conducted by Mr. Planalp.

J. P. Culver has superintended the construction of the new elevator at Washington, Ia., for Samson & Livingstone.

At Eagle Grove, Ia., G. L. Webster has succeeded E. D. Mineah & Co., who continue to operate their elevator at Thor.

Work has commenced on the foundation of Hill's new elevator at the new town in Lincoln Township, Ia., near Hartley.

George Beck, formerly in the employ of Charles Rippe, Miller, Ia., has built an elevator and engaged in the grain business at Britt.

J. F. Putzier is getting together the material for his new elevator at Mapleton, Ia. The Younglove & Boggess Co. has the contract.

One of the latest new houses of Nye & Schneider Co. of Mason City, Ia., built at Scarville, Ia., is equipped with the Hall Distributor.

Marvin Snyder operates an elevator at Cleghorn, Ia., and does a scoop shovel business at Meriden and Marcus, thru Mr. Christy and T. S. Ingersoll.

J. A. Heywood, manager at Manson, Ia., for the Western Grain Co., of Winona, Minn., was married recently to Miss Lillian Liggett at Marcus, Ia.

A continuous fight has been kept up at Cleghorn, Ia., and prices paid to farmers give no margin in the business, and there have been positive losses to the Cleghorn dealers.

At a recent meeting of the Davenport Malt & Grain Co., Davenport, Ia., it was voted to increase the capital stock from \$75,000 to \$185,000, with a view to increasing the malting capacity.

William Wilke, Wilke & Son, Wilke Bros., and Commercial Bank, are names used in conducting a scoop shovel business at Webster City, Ia. These parties have no facilities whatever for handling grain.

Fire at Doon, Ia., Dec. 11, destroyed the grain cleaning and corn shelling plant of J. Q. Adams & Co., Minneapolis, Minn., together with 40,000 bushels of corn. The loss has been adjusted at \$40,000. Manager F. J. Wright of Minneapolis, states that the plant will be rebuilt.

The Younglove & Boggess Co. has recently received contracts to erect elevators in Iowa for the following: Gilchrist & Co., Hawkeye, 20,000 bushels, with sheller; A. Milligan & Co., Tara, 15,000 bushels; Chris Williams, Stratford, 25,000 bushels; L. G. Beale, Gilman, 15,000 bushels.

Track bidders will save postage by ceasing to send bids to the following parties, who do not do any business in grain and have no facilities: H. N. Siliman, Cedar Falls; V. C. Heminway, Spirit Lake; G. Ahlf, Grand Mound; W. H. Scott & Bro., Grundy Center; William Sheneth, Hudson; J. W. Amond, Fort Dodge; A. W. Armstrong, Tilton; J. G. Sheridan, Parnell; B. D. Angell, Morning Sun; W. H. Nelson, Clarkesville, Ia.

Fifteen prominent grain dealers of that part of the state held a meeting Dec. 12, at Storm Lake, Ia., to discuss matters of vital importance, and to get better



acquainted. Those present were H. L. Wilson, of Cherokee, who represented the Western Grain Co., C. S. Goodrich of Alta, J. C. Riddle of Jewell, Ia., a representative of the Inter State Grain Co., of Minneapolis, George A. Wells of Des Moines, secretary of the Iowa State Grain Dealers Association, T. W. Newton of Sac City, who is in the employ of Pease Bros., of Des Moines; J. A. Pease of Des Moines, a member of the firm of Pease Bros.; Lee Lockwood of Des Moines, Samuel E. Kurtz of Sac City, a member of the firm of Kurtz Bros. of Sac City; John Kennedy of Fonda, P. M. Ingold of Spencer, Hon. M. E. DeWolf of Laurens, and A. E. Walsh of Aurelia.

### KANSAS.

The Rock Grain Co. has begun work on the new elevator at Rozel, Kan.

W. O. Davis, grain dealer of Downs, Kan., died Dec. 7 of blood poisoning.

Brooks & Smilie have succeeded J. E. Chitty, grain dealer at Frankfort, Kan.

O. J. Wilson, Lyndon, Kan.: Cannot get along without the Grain Dealers Journal.

M. J. Travis has just completed a 10,000-bushel elevator at Belle Plaine, Kan., for Forney & Price.

Readers will confer a favor by sending notices of new firms, new elevators and business changes.

The November receipts of the Kansas state grain inspection department were \$2,537, the expenses \$2,383.

F. M. Roberts has removed from Harper to Kiowa, Kan., where he will engage in the grain business.

The millers and grain dealers of Kansas are taking orders from farmers for seed wheat to be imported from Russia.

Secretary Coburn of the Kansas Department of Agriculture is sending out an illustrated card showing the evolution of the Kansas steer from the thin and poor conditioned long horn to the fat beeve that now gladdens the heart of the butcher.

The yields of the past season's crops in Kansas are reported by Secretary Coburn as 77,339,000 bushels of wheat; 134,523,000 corn; 31,169,000 oats; 1,945,000 rye; 3,319,000 barley; 4,400 bushels wheat; 25,968 castor beans; 1,693,000 flaxseed; 18,674,000 pounds broom corn; 796,000 tons millet and hungarian, and 2,916,000 tons hay.

### MICHIGAN.

The old wheat house of the Pere Marquette Railroad, at Northville, Mich., is to be torn down to make room for tracks.

Beans are valuable property. Prices are high. Recently choice hand-picked beans have sold on the Detroit Board of Trade at \$1.98 for December and January delivery.

The elevator at Standish, Mich., has been closed by the manager, O. C. Buck, who has returned to his home at Linden. Next spring Mr. Buck will move the elevator to a better location, enlarge the building and make other improvements.

Fire at Charlotte, Mich., Dec. 12 partly destroyed the elevator operated by Ferrin Bros., of Detroit, with a stock of beans valued at \$4,000. The picking room, in which 45 women were employed, is a total wreck. An employe built a fire on the second floor and left, to start

a fire in the boiler room. In a few minutes the upper stories were ablaze. Insured.

Justus S. Stearns, secretary of state, in his crop report issued Dec. 11, states that the condition of wheat, compared with an average, is 82 in the state, 77 in the southern counties, 89 in the central counties and 95 in the northern counties. The reports vary as to the amount of damage done by the hessian fly. Some fields look well, while many show plainly the damage that has been done. The total number of bushels of wheat reported marketed in the four months, August-November, is 1,687,368 which is 1,294,038 bushels less than reported marketed in the same months last year. At 42 mills and elevators from which reports have been received there was no wheat marketed in November. The total amount of wheat shipped by railroads from the various stations as reported for October is 618,903 bushels.

### MINNESOTA.

Farmers propose to build an elevator at Darfar, Minn.

Alex House is buying grain at Dover, Minn., for an Altura firm.

An elevator is talked of by farmers in the vicinity of Butterfield, Minn.

Thomas Hanson has rented Neers' elevator at Willmar, Minn., for the coming year.

Memberships in the Minneapolis Chamber of Commerce have declined from \$805 to \$750.

M. M. Guthrie of Blooming Prairie, Minn., it is said, will build an elevator at Ellendale.

The Farmers Elevator Co. has been incorporated at Ada, Minn., with \$10,000 capital stock.

The warehouses of the Kansas City Grain Co., at Kenyon, Minn., were recently burned.

Minneapolis grain men talk of forming a mutual insurance company for the fire-proof grain elevators.

Bingham Bros., of Odin, Minn., are erecting near their elevator a corn crib of 7,000 bushels capacity.

Cracksmen recently blew open the safe in the office of Hiebert Bros., grain dealers at Mountain Lake, Minn.

Seely Post has returned to Lake City, Minn., from Aurelia, Ia., where he had been in charge of a grain elevator.

O. J. Linstrom has received the contract to lay the foundation for the new farmers' elevator at Minneiska, Minn.

The Monarch Elevator Co., is said to have closed 150 of its elevators thru northern Minnesota and the Dakotas.

The new elevator of the Minnesota Malting Co., at Goodhue, Minn., is rapidly nearing completion. Charles Igoe will have charge.

Henry Enke will engage in the grain business at Lake Benton, Minn., after fitting up an old barn and the remnants of the burned elevator.

The Farmers Elevator Co. has been incorporated at Beltrami, Minn., with \$10,000 capital stock. Incorporators, O. Oleson of Russia, Minn., and others.

J. W. Benson of Heron Lake is the purchaser of the elevator at Kenneth, Minn., owned for a time by Howard & Bemis, who acquired the plant of Ryan & Berg.

The Tri State Elevator Co. has been incorporated at Minneapolis, Minn. Cap-

ital stock, \$100,000; incorporators, S. M. Passmore, C. C. Turner, A. F. Brenner, all of Minneapolis, and W. Passmore of Milwaukee.

Fire at Hutchinson, Minn., Dec. 10, destroyed the elevator of the Exchange Grain Co., Minneapolis, with 13,000 bushels of wheat and several carloads of coal. This is the fourth elevator at that place to burn within two years.

Among the new members of the Minneapolis Chamber of Commerce are L. M. Leffingwell, manager Northern Linseed Co., Minneapolis; W. B. Parsons, and E. D. Dyer, elevator men, Winona, Minn.; James De Vean, grain; G. H. Dodge, grain; F. E. Dickinson and B. E. Baker.

The new Grain and Lumber Exchange building at Winona, Minn., contains the offices of the American Malting Co., Marfield Elevator Co., Grain Dealers' Indemnity Co., Standard Elevator Co., Interstate Elevator Co., Minnesota Elevator Co., Western Grain Co., and I. C. Slade, broker.

New candidates for the chief grain inspectorship of Minnesota are bobbing up. A. B. Robbins, formerly manager of the Northwestern Elevator Co. and the Minnesota & Dakota Elevator Co., and Alexander Stewart, now manager of the Monarch Elevator Co., of the Peavey system, are candidates.

The Montevideo Merchants and Farmers' Elevator Co. will be incorporated at Montevideo, Minn., to operate the elevator purchased of George Bagley for \$2,750. C. E. Barber is president, H. N. Bergh vice-president, George Parks secretary, and August Kaster treasurer. A. E. Barnes has been engaged as wheat buyer.

Inspector Reishus' statement that, "During the past crop year the Minnesota state inspection department has received practically no complaints at the hands of shippers," does not jibe with the fact that 26,711 cars were held out for reinspection, with the result that grades were raised in 8,044 cases and lowered in 574, while the dockage was changed in 2,608 cases.

At a recent meeting of the Mazeppa Farmers' Elevator & Mercantile Co., Mazeppa, Minn., the contract with the Milwaukee Elevator Co., was approved and continued for another year. Since effecting a practical working arrangement with the Milwaukee company the farmers have wiped out a \$400 debt and accumulated \$600 surplus. The contract permits Manager W. A. Munger to pay within 7½ cents of the Chicago price at all times.

The Midland Linseed Oil Co., which several months ago placed a fine new plant in operation, has been very successful in disposing of its product at a profit. The raising of the price of oil several weeks ago by the American Linseed Co. is said to have been very beneficial to its northwestern rival. The Minneapolis concern has contracted for 10 additional presses, to be installed by Jan. 1, and giving it a total equipment of 40 presses.

The number of "bad order" cars arriving at termini during the crop year ending Aug. 31, as reported by Chief Inspector Reishus, was 3,188 cars out of a total of 211,294. Of these 1,161 were found not sealed; 325 seals broken; 6 seals without number; 447 with open end or side doors; 130 leaky grain doors; 24 no side door; 12 leaky at center pin; 55



leaky end; 618 doors not fastened; 16 leaky roof; 360 leaky at side of car, or otherwise in bad order; 25 broken open.

The attorney general of Minnesota, upon the request of A. P. Bjorge, of the grain board of appeals, has given an opinion on the finality of the grade given on appeal. He holds that for grain shipped to Duluth from Minneapolis the judgment of the Minneapolis board of appeals is final, and that the Duluth authorities cannot reinspect such grain. In the case of inspection at Minneapolis and a reinspection at Duluth, it is the duty of the railroad and warehouse commission to direct return of fees paid.

The amount of revenue received by the Minnesota state grain inspection department during the year ending Aug. 31, as reported by Chief Inspector Reishus, was inspection and weighing service, \$214,512; interest on deposit in state treasury, \$347; country elevator license, \$1,375; sale of grain samples, \$1,677; collections from old accounts, \$395; amounting in all to \$216,307, an increase in receipts over the previous year of \$29,381. The disbursements of the department for the season including the board of grain appeals were \$221,425, resulting in a net loss for the year of \$3,118. The surplus left over from the preceding season was \$21,236, leaving a net balance of \$16,117.

Chief Inspector E. S. Reishus has filed the annual report of the state grain inspection department for the year ending Aug. 31, 1900. The amount of grain inspected on arrival at the four terminal points, St. Paul, Minneapolis, Duluth and St. Cloud, was: Wheat, 165,573 cars; corn, 10,967 cars; oats, 8,564 cars; rye, 1,850 cars; barley, 7,277 cars; flaxseed, 17,063 cars. Making a total of 211,294 carloads of all kinds. There was inspected out of store, for the same period: Spring and winter wheat, 46,326 cars and 40,033 bushels into vessels; coarse grain (including corn, oats, rye and barley), 6,995 cars and 6,685,166 bushels into vessels; flaxseed, 2,987 cars and 8,373,368 bushels into vessels. Of the 165,573 carloads of wheat received during the year, 174 cars contained western white and western red wheat, 1,105 cars were red winter, 15 cars white winter, 455 cars winter and 163,824 cars were northern spring wheat.

The new concrete elevator of the Peavey system at Duluth, Minn., failed to stand the test Dec. 7, when the first wheat was placed in one of the bins. The break started in a concave bin filled within five feet of the top. The sides of two adjoining circular bins were torn out, leaving a hole 40 feet wide, thru which 3,000 bushels of grain flowed out upon the ice. The adjoining bins were empty. The concrete elevator had just been declared regular by the Duluth Board of Trade, and was inspected the day before the accident by a party consisting of F. H. Peavey; F. T. Heffelfinger of F. H. Peavey & Co.; A. L. Searle, manager of the Globe Elevator Co.; Judge Lusk, president of the German-American Bank of St. Paul; Judge Koon; F. H. Chamberlain, president of the Security Bank of Minneapolis; Kenneth Clark, president of the Merchants' Bank of St. Paul, and J. W. Raymond, president of the Northwestern National Bank of Minneapolis.

Sentiment is growing at Minneapolis in favor of the employment of competent men, selected under civil service rules,

as grain inspectors. A. B. Robbins says: "In no business is there so much need of experts as in the grain trade. It takes years of experience to become competent to judge grain, and it is much to be regretted that when a capable man is found in the inspection department he is not permitted to remain there, simple because he happens to belong to the other party when there is a change of administration. Without reference to any particular administration, it is well known that there has always been more or less trouble in the inspection department, and the trouble has generally resulted from gross incompetency. This could all be remedied by the application of the civil service. The people in the country are in favor of the civil service, and when a measure was presented in the legislature providing for just such a law for the grain department the vote of the country members showed plainly their choice in the matter. The bill passed with votes to spare, but Governor Clough, not wishing to give up his hold on so much patronage, vetoed the measure and did the state an injustice. I am of the opinion that a similar measure will be introduced at the coming session of the legislature and that it will be passed and become a law. The state cannot afford to have its great interests in incompetent hands."

## MISSOURI.

Memberships in the Kansas City Board of Trade are selling at \$950.

The St. Louis Merchants' Exchange will hold its annual election of officers Jan. 2.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Armstrong & Grigsby have acquired the grain business formerly conducted by Pattison & Quinn at Fayette, Mo.

W. W. McDaniel and H. E. Wyatt have formed a partnership as McDaniel & Co., to deal in grain at Rock Port, Mo.

The Kemper Grain Co. has been incorporated at Kansas City, Mo., to conduct a grain commission business. Capital stock, \$30,000; incorporators, E. O. Bragg, W. H. Hinchman and D. F. Piazzek.

The Atchison, Topeka & Santa Fe Railroad has given notice that it will cease to absorb the switching charges on grain and hay consigned locally to Kansas City and from local or competitive points.

Acting on information from President L. Cortelyou of the Kansas Grain Dealers' Association, to the effect that the charge of 25 cents per car had been found insufficient to support the check weight bureau, the directors of the Kansas City Board of Trade have recommended an increase in the fee to 35 cents, the additional 10 cents to be borne by the receiver.

## NEBRASKA.

A 40,000-bushel elevator is being built at Aurora, Neb., by the Aurora Milling Co.

T. B. Hord is completing the second large elevator at Central City, Neb., giving the town a storage capacity of 120,000 bushels.

C. H. Eckery of Morse Bluff, Neb., has been making some needed improvements on his elevator, in the way of a

larger cob house, reshingling and minor repairs.

The new elevator of Henry Roberts, Arlington, Neb., built by Seeley, Son & Co., is equipped with all modern machinery including the Hall Grain Distributor.

On account of the small amount of grain being marketed at Shelton, Neb., the two elevators at that place have been closed by the Omaha Elevator Co. and J. P. Gibbons & Co., of Kearney.

F. L. Knapp, grain dealer at Hastings, Neb., was struck by a Burlington train Dec. 6, and instantly killed. He was crossing the tracks, deeply absorbed in thought, and, being hard of hearing, did not hear the engine.

The Valley Stock Yards and Grain Co. has been incorporated at Omaha, Neb., to deal in grain and live stock. Capital stock, \$20,000; incorporators, T. B. Hord, W. G. Whitmore, Frank Whitmore and G. P. Bissell.

In the trial of John Harder of Mil-lard, Neb., for embezzlement of \$620 as agent of the Omaha Elevator Co., Judge Baker, Dec. 8, instructed the jury to return a verdict for the defendant on the ground that the facts presented by the prosecuting attorney did not constitute the crime alleged.

A. H. Bewsher, secretary of the Nebraska Grain Dealers' Association, hears complaints from many sections of the state on the poor condition of the late crop of corn. In some, it is reported to be light and chaffy; in others, that in shelling, it has fallen much below previous estimates, and from almost all sections of the state there is considerable dry rot.

## NEW ENGLAND.

Charles Getchell will open a grain store at Newport, Me.

By sending us notices of new firms and business changes readers will confer a favor.

C. B. Cummings & Sons, grain dealers of Bethel, Me., have removed their grain store to another building.

The Wakefield Lumber Co., Wakefield, R. I., is equipping its plant at South Kingston with a grain elevator.

Herbert Whitehouse and Clarence Hurd are doing a good business at their new grain store, Somersworth, N. H.

John D. Fogg of Berwick has purchased and taken possession of C. M. Coffin's grain store at Somersworth, N. H.

C. W. Campbell & Co., of Westerly, R. I., have replaced the old machinery in their elevator with a new elevator and conveyor of larger capacity.

Lemaire Bros., of Whittenton, Mass., have completed their new grain elevator. The exterior will be painted, and the machinery will be started about Jan. 1.

Hector L. Mousett of South Hadley Falls, Mass., and William H. Rhoades of Mayfield, N. Y., have formed a partnership to carry on the grain and hay business at the old stand of Pelland Bros., South Hadley Falls, in whose employ Mr. Mousett had been for the past three years.

Fire at Providence, R. I., Dec. 1, badly damaged the grain elevator and feed mill of W. P. Hale & Co. The fire was confined to the second floor, over the engine and boiler room. The belting was destroyed, the interior woodwork, charred



and the grain ruined by water. Loss, \$5,000; amply insured.

Ira J. Oliver's store and stock of grain at Damariscotta, Me., were burned Dec. 16. Loss, \$5,000; insurance, \$2,500."

Edward P. Merrill, grain broker, Portland, Me., writes: "Spot corn has been scarce lately. Corn for delivery to country dealer on arrival has been selling freely. But little call for oats; little demand for millfeed. The trade still believes in firm grain prices next month.

### NEW JERSEY.

J. G. Montgomery's hay and straw compressing plant at Pemberton, N. J., was burned Dec. 4. Loss, \$8,000; partly insured.

The directors of the New York Central Railroad Co. have authorized the construction of a grain elevator at Weehawken, N. J., to cost \$1,750,000.

The Penns Grain & Seed Co. has been incorporated at Camden, N. J., to buy and sell grain. Capital stock, \$50,000; incorporators, J. G. Carson, Sr., D. S. Braden, W. C. O'Neill, W. Wallace, all of Philadelphia.

It is said capitalists identified with the Standard Oil Co. will erect a very large glucose factory at Shadyside, N. J., on the Hudson river. Thomas Gauntt, who has been connected with western glucose works, is to be the manager.

### NEW YORK.

The Roasted Oats Co. has been incorporated at Catskill, N. Y., to manufacture prepared cereals. Capital stock, \$100,000; directors, J. C. Smith and others of New York.

The suit of George W. Dunbar for \$2,500 against the Great Eastern Elevator Co., Buffalo, N. Y., for services in appraising the burned property, has been compromised out of court.

W. B. Gallagher, the Buffalo buyer of damaged grain, boasts the only corn-fed dog on 'change, or off it, for that matter. The dog is a black and tan, but eats so much corn that he weighs about three times as much as this sort of dog usually does. The dog is German by conviction, and is called Honnes by courtesy. The owner declared that when he first bought him he would not answer to any style of address till the servant girl in the family, who was German, began to speak to him in her own language. On hearing this, the dog was wild with joy, and at once became reconciled to the fact that the other members of the household were mere natives. Honnes is very proud of himself and demands proper treatment from everybody. One day his owner was out with him and so mortally offended him by taking a car and leaving him behind that it was more than a year before he would follow him on a trip.—Modern Miller.

The Great Eastern Elevator Co., of Buffalo, N. Y., has executed a mortgage for \$350,000 as security for an issue of bonds with which to erect a new elevator to replace the one burned. Secretary Frank S. Elder, of the elevator company, says: "Its capacity is to be two and a half million bushels, one million in small bins and a million and a half in large bins. It is to be completely fireproof, will be operated by electricity from Niagara Falls and will be equipped with all the latest and most modern improvements known to the elevating world.

The foundations for the new structure are practically completed now, and the elevator will be finished and ready for business by the opening of navigation in the spring. It is to have two big moving legs and its car-loading facilities will be the very best. A feature of the new elevator is the way in which its foundations are constructed. Instead of being built on the ground, the whole structure is elevated about fourteen feet on a system of concrete work and flooring—an expensive arrangement, but the very best in every way. That is a fair sample of what we intend to do. Everything in connection with the elevator is to be the best that can be built or purchased, and when we open up for business we will be able to dispose of a large amount of grain in record-breaking time."

### NORTHWEST.

R. B. Coy has taken charge of the elevator at Forman, N. D.

A grain elevator and mill will be built at Platte, S. D., by the Charles Mix County Milling Co.

The Monarch Elevator Co. has closed its elevator at Jamestown, N. D., on account of small receipts of grain.

Schroeder & McKinnon of Armour, S. D., are erecting an elevator at Wagner, on the Chicago, Milwaukee & St. Paul Railroad.

J. E. Wright, auditor of the McCaull-Webster Elevator Co., broke his leg recently while inspecting the contents of an elevator at Waubay, S. D.

A pardon is sought for Joseph Remington, who has passed nine years of his life sentence in jail for the murder of an elevator agent at Arthur, N. D.

Chris. Vorlander's grain elevator at Mound City, S. D., was burned Dec. 12, with 14,000 bushels of wheat. Insurance on building, \$1,400; on grain, \$4,000.

The shortage of William Clemens, agent at Leonard, N. D., for the Great Northern Elevator Co., and who shot himself two months ago, has been calculated at \$5,900.

The Treadway Elevator at Eureka, S. D., was damaged \$500 worth recently by a fire which was promptly extinguished. The 10,000 bushels of wheat in store was damaged by smoke and water.

C. H. Thayer, of W. R. Mumford Co., writes: "Fully 75 per cent of the new wheat crop has been sold and delivered by farmers, who found that they could not hold on account of the condition. Country elevators thought they could hold it, but they also found that it was heating, and in turn have been forced to rush it on the market."

### OHIO.

Eugene Rollman, Brookville, O., is erecting an elevator.

Kerr Bros.' new elevator at Grand Rapids, O., is soon to be placed in operation.

Raabe Bros. have bot the elevator at Cloverdale, O., and will purchase modern machinery.

T. J. Watkins, grain dealer at Gomer, O., has equipped his elevator with a roller feed mill.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Lay & Weber's elevator at McComb, O., burst Dec. 14, spilling 5,000 bushels of shelled corn a distance of 200 feet.

W. J. Ross & Co., of Ansonia, O., have over 50,000 bushels of grain on hand at Celina on account of the car shortage.

D. C. Albert, dealer in leaf tobacco at Dodson, O., informs us that he contemplates engaging in the grain business elsewhere.

Cincinnati dealers find it almost impossible for western country shippers to get cars with which to fill contracts for grain sold to arrive.

The grain committee of the Cleveland Chamber of Commerce held a meeting recently to complete arrangements for the inspection of grain.

A Cincinnati dealer received a car of wheat recently from Idaho on which the freight charges were \$459, or 44 cents per bushel, out of a selling price of 78 cents.

Grain shippers at Cincinnati are complaining of the alleged exorbitant switching charge collected by the Louisville & Nashville Railroad on cars crossing the river.

The steamer Robert Fulton cleared from Toledo for Buffalo Dec. 10, with the largest grain cargo that ever left the Ohio port. It consisted of 200,000 bushels of corn.

The C. H. & D. Elevator Co. has approved the plans for the new elevator to be erected at Toledo, O. The plant is to cost \$250,000, and work will begin in January.

The song now popular with the members of the Ohio Grain Dealers' Association is "Put Us Off at Buffalo." They want the next annual outing of the association held at the Pan-American Beauty Show.

E. F. Woodcock, of Urbana, O., has bot and will operate the elevator at Kingscreek in connection with his Urbana house. Mr. Woodcock has been very successful, and is handling grain on a large scale.

G. M. Benfer of Clyde, O., contemplates improvements at his grain elevator to cost \$5,000. Its interior will be remodeled, and the house will be equipped with corn sheller, corn dump, elevator, hopper scale and 20-h. p. gasoline engine.

Fred Schlientz of New Madison, O., has bot the grain elevator at Eldorado of Charles Schreel & Son, who will confine themselves to the tobacco business. Mr. Schlientz thoroughly understands the grain business, having been connected with T. S. Davis & Co. of New Madison.

The Standard Grain & Hay Co. has been incorporated at Toledo, O., with \$10,000 capital stock, to carry on a general grain, hay and milling business, erect and maintain warehouses, elevators, etc. The incorporators are Radford L. Burge, A. F. Files, Frederick L. Geddes, Henry C. Truesdell and William R. Worts.

The Northwestern Ohio Grain Dealers' Association, which was formed as the outcome of several conferences held during the past month at Toledo, O., came together again Dec. 11 to consider plans for future action, with a view to remedying several evils from which the dealers in that territory have been suffering. Action was taken looking toward affiliation with the Grain Dealers' National Association; and delegates will be appointed to represent the association at meetings of the National Association. Leroy Churchill of Toledo is president and J. B. Ballou of Bowling Green, O., is secretary of the new association.



The Ohio Department of Agriculture, in its December report says: "The great majority of counties in the state report that the growing wheat is infested with Hessian fly, the ravages of which were so destructive to the crop harvested this year. Seeding was delayed very late in the hope of avoiding the fly, but the weather continued favorable to the insect up to a very late day, and the consequence is a very low comparative area, as many fields intended for wheat are left unseeded. In counties where fly is not reported the condition of the plant shows fairly good, but in the infested counties and localities, condition is low. Wheat shows for the state a condition of 81 per cent, compared with an average. The plant is small and has not the usual strength and vitality for going into winter. In its present condition, a severe winter would be productive of much damage to the growing wheat. There is an evident increase in production of corn compared with last year. This is the first report of the year estimating the product in bushels. The increase, compared with last year, is due in a great measure to the increase in area. The product last year, as returned by township assessors, was 111,159,200 bushels. The estimated product for this year is 121,334,440 bushels. The cause of increase in area was principally due to the failure of wheat. Of the 1900 wheat crop 30 per cent was sold as soon as threshed. The damage to the next crop is estimated at 14 per cent by Hessian fly and 3 per cent by white grubworm. The area of corn planted in 1900 is placed at 3,146,574 acres, the average yield 38 bushels, the total crop 121,334,440 bushels, put into silo 2 per cent, average date cribbing began Oct. 10."

### PACIFIC COAST.

N. F. Kimball has engaged in the grain and hay business at Weiser, Idaho.

The grain blockade at Tacoma, Wash., ended Dec. 17 with the loading of several ships.

Local shortage has compelled a miller at Corvallis, Ore., to buy eastern Washington wheat at Portland for shipment to his mill.

Lawrence Bros. of Garfield, Wash., have bot the tramway and warehouse at Juliaetta, with a view to extending their grain business into the Potlatch country.

Atchison & Terhune of Kendrick, Idaho, it is said, will rebuild their chute warehouse, which was burned a few months ago. The building is to be 36x60 feet.

The directors of the Liverpool Corn Trade Association have adopted the standards for Californian wheat and barley as forwarded by the San Francisco Produce Exchange.

The annual report of State Grain Inspector George P. Wright of Washington, now in press, shows that 13,763 cars of grain were inspected during the crop year ended Aug. 31—6,334 at Tacoma, 4,997 at Seattle and 2,432 at Spokane.

### PENNSYLVANIA.

Send us notices of new firms and business changes.

J. M. Walters of Pottstown, Pa., is building a grain storage house at Philadelphia.

C. W. Wagar & Co. have engaged in the grain and feed business at Philadelphia, Pa.

Joseph E. Way has bot the interest of Hamilton Mendenhall and Morris Wilson in the firm of Wilson, Mendenhall & Pennock, dealers in grain, coal and lumber at Kennett Square, Pa.

### SOUTHEAST.

Michael B. Nichols has bot land on which to erect a grain elevator and build a wharf at Easton, Md.

Edmund Mitchell of Scranton, Miss., has established the first wholesale grain house in Jackson county.

The Chamber of Commerce of Pensacola, Fla., has appointed Walter Bain grain inspector for the port.

The Bell-Duff Commission Co., Nashville, Tenn., dealers in wheat and corn, has succeeded the Bell Commission Co. The capital stock has been increased \$7,000.

Gill & Fisher, grain exporters of Baltimore, Md., are loading the American steamer Michigan with about 135,000 bushels No. 2 red winter wheat for New York. The whole of the Atlantic seaboard is buying southern wheat for milling and exporting purposes, and yet the foreigners are still slow in coming to Baltimore or headquarters for the grain because of the fear of garlic, preferring to patronize the other markets which are giving them the same wheat and charging them more money. The situation is certainly ludicrous.—Northwestern Miller.

Wm. F. Wheatley, secretary of the Baltimore Chamber of Commerce, reports the exports of grain from Baltimore between Jan. 1 and Dec. 14 as 4,069,000 bushels wheat, 37,473,000 bushels corn, 3,762,000 bushels oats and 60,514 bushels rye; compared with 9,714,000 bushels wheat, 44,495,000 bushels corn, 4,064,000 bushels oats and 1,280,000 bushels rye, during the corresponding period of 1899. John Hyde, statistician of the Department of Agriculture, estimates the total cotton crop of the United States at 10,100,000 bales. The yield in pounds per acre and the acreage is 180 and 44,000 in Virginia; 199 and 1,342,000 in North Carolina; 167 and 2,367,000 in South Carolina; 172 and 3,551,000 in Georgia; 133 and 169,000 in Florida; 151 and 2,998,000 in Alabama; 159 and 2,896,000 in Mississippi, and 177 and 801,000 in Tennessee.

### SOUTHWEST.

A large grain elevator is to be built at Coyle, Okla.

E. B. Cook has succeeded Emberson & Cook, dealers in grain and broom-corn, at Alva, Okla.

The Enterprise Fuel & Grain Co. has been incorporated at Little Rock, Ark., with \$10,000 capital. Incorporators, W. M. Kavanaugh, M. F. Wormser and E. B. Blanks, Jr.

The Jefferson Mill & Elevator Co. has been incorporated at Jefferson, Grant county, Okla. The capital stock is \$20,000, and the incorporators are James Peacock, Emmett Berry, F. H. En-triken, George Brewer and A. C. Glenn.

The American Rice Growers' Distribution Co. has been incorporated with several millions capital, with a view to obtaining control of the Louisiana crop, which by reason of improved culture is becoming of importance in the world's market. Contracts are being made with farmers to buy their crop for four years at a stated price for the different grades.

John Hyde, statistician of the Department of Agriculture, estimates the yield of cotton in pounds per acre and the acreage as 234 and 1,285,000 in Louisiana; 226 and 7,041,000 in Texas; 223 and 1,899,000 in Arkansas; 275 and 53,000 in Missouri; 318 and 246,000 in Oklahoma, and 289 and 344,000 in Indian Territory. The total acreage in the United States is 25,034,734.

E. J. Spratlin, De Witt, Ark., writes: "Corn trade good; prospect for better, as scarcely any is in the country. Short crop owing to wet weather. Last year I had a good deal of trouble in buying corn, as I would invariably get No. 3 instead of No. 2. In some instances I would get certificate of grade and in others I would not. I expect to handle several cars the coming year, and would like to have a remedy.

The rice movement at New Orleans during the season from Aug. 1 to Dec. 1, as compiled by Hy H. Smith, secretary of the New Orleans Board of Trade, consisted of 633,052 sacks rough and 5,162 barrels clean received, and 544,560 sacks rough and 155,283 barrels clean shipped; compared with 713,280 sacks rough and 3,265 barrels clean received, and 631,286 sacks rough and 147,777 barrels clean shipped, during the corresponding months of 1899. The stock on hand Dec. 1 consisted of 88,877 sacks rough and 73,454 pockets No. 1, and 1,745 pockets No. 2 clean rice; against 110,613 sacks rough and 20,042 pockets No. 1, and 1,378 pockets No. 2 clean rice on the corresponding date one year ago.

### TEXAS.

Grain trade news items are always welcome.

J. B. Ferguson, of Goldthwaite will remove to Brownwood, Tex., to engage in the grain business.

E. B. Greathouse, Temple, Tex.: "I do not see how I can well do without the Grain Dealers Journal and continue in the grain business."

D. W. Martin, Fort Worth, informs us that W. H. Bean & Son of Howe, Tex., intend to build an elevator at that place after Jan. 1. They contemplate having it in readiness for the big harvest expected in 1901.

C. McD. Robinson, chief grain inspector of Galveston and chairman of the grain committee of the Galveston Cotton Exchange, in a report made recently at the annual meeting, said: "At the annual meeting of our exchange one year ago the lamented John Reymershoffer, for the first time in the history of the exchange, submitted a report from the committee on grain. That alone shows how recent the development of this point as a grain port really is. Before then, with the exception of some desultory shipment—some venturesome export, made more in the nature of an experimental speculation than aught else—the grain exporting business of Galveston had been practically nothing. Four years ago it was embryonic; three years ago it was scarcely born; two years ago it was fairly on its feet and able to stand, while last year, as a reference to Mr. Reymershoffer's report will show, it had already assumed the proportion of a young giant. Cause and effect are here so self-evident that no one can fail to recognize them. The completion of the superb jetties constructed by the government, the obliteration of that barrier



to commerce, the outer bar; the instantaneous flow of grain along lines of railway north and south; the serious curtailment of the movement to the east over long-established lines—all these followed each other in such orderly succession as to preclude all doubt of this being simply cause and effect and a complete verification of all that had been said in favor of this port when deep water should be obtained. During the past season your committee on grain has been called on to adjust but one difference between shipper and buyer. The question was one of inspection, and after a thorough investigation of all the facts by the full committee our inspection department was unanimously sustained, a decision acquiesced in later on by those who had made the complaint."

### WISCONSIN.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The K. Schreier Brewing Co., Sheboygan, Wis., will erect near its brewery a 300,000-bushel elevator.

A feed mill and 25-h. p. gasoline engine will be installed in the warehouse of Nagler, Hillskotter & Bandt, grain dealers of Osceola, Wis.

C. P. & J. Lauson, Milwaukee, Wis.: "Advertisements in the Grain Dealers Journal have brot us more returns than any other paper we have ever tried."

Two men at work on the new elevator of A. G. Laubenstein, Hartford, Wis., were thrown to the ground Dec. 6, by the breaking of a scaffold and badly injured.

Instead of erecting a cribbed elevator the Northern Grain Co., Manitowoc, Wis., has changed its plans and may erect steel storage tanks with 1,500,000 bushels capacity.

H. Boettger & Sons, Two Rivers, Wis., are considering the advisability of erecting an elevator to avoid the present necessity for hauling the grain to and from the warehouse.

F. H. Magdeburg has been in Washington as the delegate of the Milwaukee Chamber of Commerce to urge upon Congress the passage of the proposed amendments to the interstate commerce law.

Milwaukee grain dealers are interested in the outcome of the prosecution of a Chicago firm for bleaching barley with sulphur. Milwaukee handles great quantities of Wisconsin and western barley, not only for local consumption, but for shipment to outside brewers and maltsters. While the operations of the Chicago concern have not affected the Milwaukee market, still the dealers are anxious that the law put a stop to the illegitimate competition.

Israel H. Lowry, formerly a leading grain dealer of Milwaukee, Wis., died Dec. 13. He was born at Madison, O., and passed his boyhood at Erie, Pa. Going west, he located at Dubuque and Clinton, Iowa, removing to Milwaukee 30 years ago, and establishing a commission business at the time the Cream City was the world's greatest primary wheat market. For many years he was the head of the firm of Lowry & Bachelor, which later was known as I. H. Lowry & Co., limited. Failing health compelled his retirement from active business some years ago. He is survived by a widow and six children.

## PATENTS GRANTED

Hinsdale Smith, Springfield, Mass., has been granted letters patent, No. 663,475, on a gas engine.

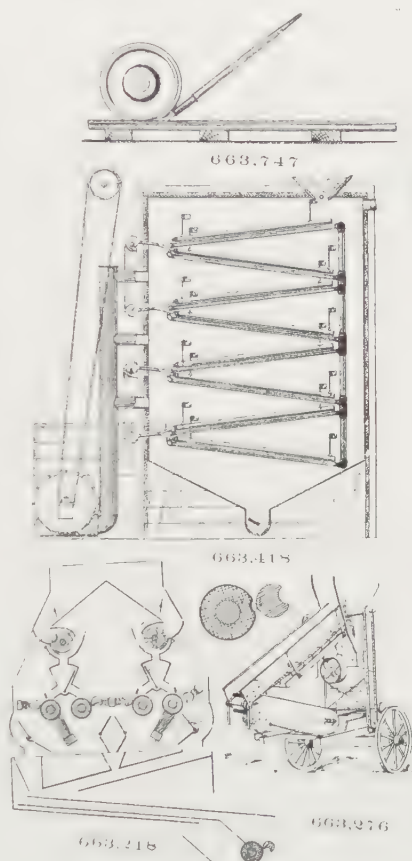
Hans G. Hansen, Howard Lake, Minn., has been granted letters patent, No. 663,540, on a bag tie.

William A. Cross, Chicago, Ill., has been granted letters patent, No. 663,219, on a warehouse door.

James W. Barney, Kansas City, Mo., has been granted letters patent, No. 663,251, on a conveyor.

Henry W. Struss, New York, N. Y., has been granted letters patent, No. 663,106, on an explosion engine.

Gustavus A. Tuerk, Chicago, Ill., has been granted letters patent, No. 663,798, on an ignitor for explosive engines.



Louis S. Clarke and James G. Heaslet, Ardmore, Pa., have been granted letters patent, No. 663,729, on a sparking ignitor for explosive engines.

Frederick R. Simms, London, Eng., and Robert Bosch, Stuttgart, Germany, have been granted letters patent, No. 663,643, on a sparking ignitor for explosion engines.

Thomas Geraghty, Bayonne, N. J., has been granted letters patent, No. 663,747, (see cut) on a car starter. The lower bent portion of the bar is provided under the heel with transverse corrugations, as is also the top of the tapering toe. The foot is provided with a socket into which fits the shank of the bar.

Walter C. Horine, Arrowsmith, Ill., has been granted letters patent, No. 663,276 (see cut) on a corn conveyor. This apparatus is designed to feed ear corn into a sheller. From a conveyor the ears

are dumped into the lower of the two hinged sections of the endless belt conveyor and elevated. A regular feed is obtained by gearing the carrying belt of the folding section to the shaft which drives the sheller.

George F. Crippen, Ypsilanti, Mich., has been granted letters patent, No. 663,218 (see cut) on a bean picker. The assorting device comprises a pair of adjacent discriminating rolls, one having a hard and the other a yielding surface, the hard surface consisting of a smooth portion and a roughened portion; the hard surface rolls being provided with a discharge channel following the roughened portion. The beans are fed to the rolls thru a longitudinal reciprocating gate which arrests and aligns the beans.

John Cook, Grafton, N. D., has been granted letters patent, No. 663,418 (see cut) on a grain drier. Close up under the series of shaking screens, mounted one over the other in zigzag arrangement, run corresponding heat radiating steam pipes connected at one side by the vertical header. The screens are shaken by eccentrics revolving on four shafts. Fed by the roll at the apex of the hopper grain passes over the screens successively, is subject to a hot air blast from the fan and steam pipes, and discharged thru the conveyor at the bottom.

### BOOKS RECEIVED.

COTTON, is the title of a booklet compiled and issued by Chas. W. Lee & Co., of New York city. It contains information regarding the New York Cotton Exchange, and the manner in which the exchange conducts its business. It also gives a review of the years 1899-1900 in the cotton market, contains tables, showing acreage, crop condition, receipts, shipments, etc. The information contained in this booklet is of much value to those interested. Copies can be obtained by writing the firm.

TARIFFS ON GRAIN AND FLAX, to Minneapolis, Chicago, Duluth and the river from points in Minnesota, North and South Dakota and Iowa, is the title of a 64-page pamphlet recently compiled and copyrighted by L. A. Durant, Minneapolis, Minn. This book gives the rates from the latest tariffs of the various roads in the above named states, in a convenient form to be carried in the pocket, and is so arranged that with a little care it can be kept up-to-date. The rates given to the river are for grain destined for points east of Chicago, and refer to the river points of different roads. The arrangement is first by railroads, alphabetically. Under each road is listed, every station, which is given an index number. Opposite each station is given the rates on wheat, corn and rye, oats, barley and flax, to the various points as stated. Following this is the index, the stations being arranged alphabetically. The road each is on and the index number also is given, which makes it very easy to learn the tariff from any station. Price \$1. Address, F. R. Durant, 15 Chamber of Commerce, Minneapolis.

Flour imported into Siberia will be taxed 80 cents per barrel after Jan. 1. Grain imports will continue free.

Edward P. Merrill, Portland, Me.: Quite a steady demand for corn; oats moving slowly at the advance; mill feed being hot only as needed.



## GRAIN CARRIERS.

The car famine this winter promises to be severer than any that have gone before.

The Wabash will extend its Attica-Covington branch 20 miles along the canal to Lodi, Ind.

The Santa Fe, Albuquerque & Pacific Railroad Co., has been incorporated to build between the cities named.

The Western Oklahoma Railway Co. has been incorporated to construct two extensions of the Choctaw, Oklahoma & Gulf.

The El Paso & Rock Island Railroad Co. has been incorporated to build the New Mexico section of the Rock Island's extension.

An automatic stoker for steamships has been invented and successfully tried at Tacoma. This will solve the problem of cheap navigation.

The St. Louis, Kansas City & Colorado has 3,000 men at work on the extension from Union, Mo., west 40 miles to the Osage County line.

The Antigo & Northwestern Railroad has been incorporated to build from Antigo to Merrill, Wis., in the interest of the Chicago & Northwestern.

Frank H. Peavey and A. B. Wolvin are forming a steamship company to operate on the Great Lakes. Contracts have been let for four steamers of 6,600 gross tons capacity each.

The Wabash Railroad has decided to go ahead with the construction of the long-contemplated branch from Montpelier to Toledo, O., 57 miles in length. Grading will begin at the earliest opportunity.

Of the grain shipped from Chicago during the past season of navigation 58 per cent went by lake and 42 per cent by rail. The relative percentages were 41 and 59 in 1899, 60 and 40 in 1898, 69 and 31 in 1897, 60 and 40 in 1896 and 53 and 47 in 1895.

Marine underwriters report that the past season has been one of the most prosperous ever experienced by insurance companies in the history of lake shipping. Few vessels were wrecked, and those that were lost were mostly uninsurable thru old age.

The volume of western grain carried the past season by the Erie Canal has been smaller than for many years. Shipments by canal were 15,865,000 bushels; compared with the high mark of 71,000,000 bushels in 1880 and 35,000,000 in 1875. In the meantime the grain receipts at Buffalo have increased five-fold.

History is repeating itself. In Canada the railroads are robbing the Welland Canal of its grain traffic, just as in the United States the steel highways have ruined the Erie Canal. During the past season of navigation only 2,600,000 bushels went thru the Welland; while the Canada Atlantic Railway carried nearly 10,000,000 and the Grand Trunk 4,000,000.

Elevator men at Chicago do not want the big steamers of which so many went into commission this season. The boats are too long and inconvenient to load. To fill both ends the large boats have to be towed out of the elevator slip and turned around. Practically it is difficult

to keep on hand in one elevator enough grain of one grade to fill a big boat.

The hazards of navigating the St. Lawrence militate against the success of that grain export route. The handicap on this route is expressed in dollars and cents by the insurance charge of the underwriters, which is  $4\frac{1}{2}$  to 5 per cent on a single trip from Lake Erie to New York, a rate almost prohibitive compared with low charges from Atlantic seaboard ports.

Consul Hughes of Coburg, Germany, writes that when the Elbe-Trave Canal was opened last June it was predicted that it would not pay expenses, but the traffic has exceeded the expectations of the most sanguine, and the ancient city of Lubeck must provide improved landing piers to accommodate the increased business brought about by the success of the canal.

Grain shipments from Chicago during the past season of navigation, beginning April 15 and ending Dec. 9, consisted of 26,577,243 bushels wheat, 78,967,909 bushels corn, 24,375,835 bushels oats, 445,069 bushels rye and 452,175 bushels barley; compared with 5,185,423 bushels wheat, 62,399,727 bushels corn, 16,883,801 bushels oats, 889,551 bushels rye and 2,281,122 bushels barley, during the season of 1899. The total is 130,818,232 bushels carried in 1,710 vessels, and exceeds all but the record year of 1898, when 158,263,528 bushels were shipped by lake.

## SUITS AND DECISIONS

Every holder of a bill of exchange is presumed to be a bona fide holder for value.

Philip Smith of Sidney has brought suit against the Semler Milling Co., for \$800 due for building a grain elevator at Oxford, O.

An agent who acts for an undisclosed principal is individually liable on his promise, though he afterwards discloses the principal's name.

Where the power to take an order or make a contract of sale is incident to an agent's employment, the power to fix the date of delivery is also incident.

The second trial of the suit of Henry Vogt against Honstain Bros., for damages on account of alleged injuries received while building a grain elevator at Minneapolis, Minn., July 20, 1899, is being heard in the district court.

Where a bill of lading of a vessel's cargo is silent as to the mode of delivery, it is to be according to the custom of the port or of trade between the parties. *Jameson vs. Sweeney et al.*, 66 N. Y. Supp. 494.

An agreement by which an employee is to receive a certain percentage of the profits of a business as compensation in whole or in part for his services does not create a partnership between the employer and employee, or as to creditors.

A railroad corporation is not authorized to receive for storage for hire in warehouses, as being incidental to its business as a common carrier, goods and merchandise which are not received by it under and for shipment over its road. It is authorized to receive them for storage from and under shipment from and for its road, to the extent that such stor-

age is in fulfillment of its obligations as a common carrier, and not otherwise. *State vs. Southern Pacific Co.*, 52 La. Ann. 1822.

The suit of Clarence C. Bogart against W. G. Press & Co., grain commission merchants at Chicago, on account of an old claim for \$25,000, which Press & Co. settled by delivering Calumet Bank stock, is being heard by Judge Stein. The bank made an assignment a year and a half later, and Bogart claims the stock was valueless.

Where a bill of lading vessel's cargo was silent as to who was to furnish discharging facilities, no action for demurrage for delay in securing proper dockage would lie against the consignors, since the owner took the risk of finding such facilities. *Jameson vs. Sweeney et al.*, 66 N. Y. Supp. 494.

Judge Phillips of the Federal Court at Kansas City, Mo., has continued the case of the National Bank of Commerce against the Louisville & Nashville Railroad until May. The bank desires to recover \$129,000 for alleged conversion of grain by the railroad. The grain was shipped to Pensacola, Fla., by the R. T. Morrison Grain Co., and the bank held the bills of lading.

A jury at Des Moines, Ia., Dec. 8, sided with Robert K. Eby, grain dealer of Adair, Ia., and against Rumsey, Lightner & Co., of Chicago, who sought to collect \$10,260 due them for Board of Trade deals in which Eby was the loser. Eby told the jury the deals were speculation, pure and simple. Rumsey and his partner, G. G. Schmidt, declared that their intention was to receive or deliver the grain. By ruling that some of the deals were legitimate the jury awarded the Chicago firm judgment for \$6,238, of which very little can be collected since Eby is bankrupt.

Where a contract of shipment provided that all claims for damages by the consignee, must be reported in writing to the delivering line within thirty-six hours after he has been notified of the arrival of the freight, failure to give the notice will not defeat the right to recovery for goods lost in transit, since a notice of their arrival could not have been given, a written notice will be waived; the carrier having acted on the verbal notice of the consignee that the goods were lost, and delegated a claim agent to search for them. *Ward vs. Missouri Pacific Ry. Co.*, 58 S. W. 26.

The plaintiff shipped a carload of wheat to defendants, who were commission merchants, for sale. The wheat was graded by the state inspector, and sold by defendants, but the purchaser refused to accept it, on the ground that it was damaged, and below the grade shown. Defendants notified plaintiff of such fact and advised him that a reinspection would probably result in a lower grading. They retained it for some time on a falling market, then had it cleaned, and a portion reinspected, and sold such portion, but at a considerably lower price. The remainder they reported as unfit for market, and sold for still lower price. Plaintiff repurchased this latter portion, and had it reinspected, which resulted in giving it a grade higher than that originally given the carload. Held, that such evidence was sufficient to sustain a verdict finding that defendants were negligent in handling the wheat, and in failing to have it promptly reinspected. 83 N. W. 578.





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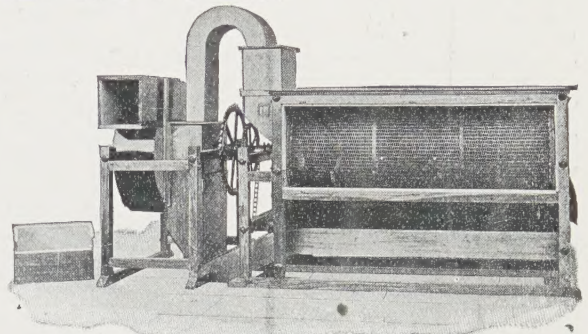
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Slate; price 60cts. per gallon in barrels.

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## FLOATER GRAIN INSURANCE

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Insurance follows grain up and down as the  
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IDA GROVE, IOWA.

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At top of left hand page, in bold faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Express Prepaid, Address

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is invaluable to the country grain man in keeping record of his sales and shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10¼ x 16¼ inches, used double. The left hand pages are ruled for information regarding **SALES and SHIPMENTS**; the right hand pages for **RETURNS**. Under **SALES** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **SHIPMENTS** are Date, Car Number and Initial. Under **RETURNS** are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. Each book has room for records of about 1400 car loads. It is bound with substantial leather covers and printed on linen ledger paper.

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## Clark's Grain Book

Is a Record and Memorandum Book for the use of Country Dealers.

It is 9¾ x 12 inches, contains 400 pages of heavy manilla paper, bound with board covers, leather back and corners. Each page is ruled into 12 uniform sized squares. Each square is used to keep a record of each load of grain, there being room enough to write the farmers name, kind of grain, gross, tare and net weights and to figure how much it comes to at the ruling market price.

Price \$1.50.

For Sale by

Grain Dealers Company,  
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## Shipping and Record Book

FOR

SHIPPERS and RECEIVERS.

The pages of this book are specially ruled so as to provide columns for 27 different facts, as follows: date, shipped from, where shipped, car number, initial, grade, bales, pounds, number bushels, price, amount, less freight, draft-commission, exchange, dead freight, amount over, drawn, short, amount, over run, amount, due shipper, amount charged railroad company excess freight-proft, loss, folio, remarks. The columns are arranged on the facing pages in order named, so that any information regarding shipment can be quickly found. No journal is needed; all accounts can be posted direct to the ledger, therefore the Shipping Record saves time and prevents errors.

The book is 11 x 17 inches, well bound in half Russia, with cloth sides, has 200 pages.

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Monticello: Knight & Son. Elevators on I. C. and Wabash.

Taylorville: Pratt-Baxter Grain Co. Stations on Wabash.

Springfield: E. R. Ulrich & Sons. Elevators on Wabash, C. & A., C. P. & St. L. and St. L. C. St. P. & Pawnee Rys.

### INDIANA.

Kentland: McCray & Morrison, P. C. C. & St. L.

### IOWA.

Coburg: G. A. Stibbens. C. B. & Q.

Des Moines: Des Moines Elevator Co.

Elevators on C. R. I. & P. R. R.

Hamburg: D. Hunter & Co. C. B. & Q.

### KANSAS.

Ellsworth: H. Work & Co. U. P. R. R.

### NEBRASKA.

Hastings: J. M. Sewell & Co.

### OHIO.

Lima: Clutter & Long. Stations on the Erie R. R.

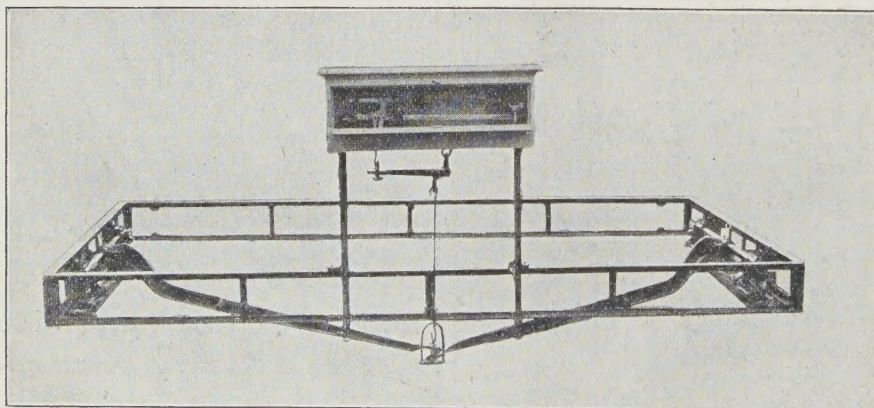
### OKLAHOMA TERRITORY.

Oklahoma City: Southwestern Grain & Coal Co.

### TEXAS.

Ft. Worth: P. T. Andrews & Co. Sherman: Pittman & Harrison.

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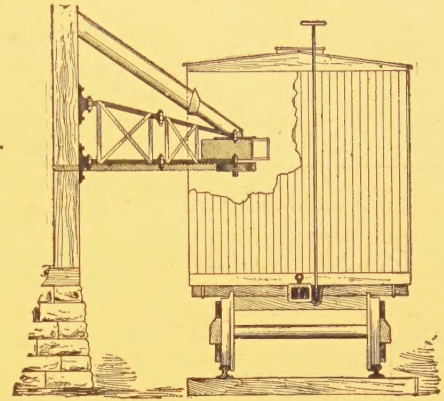
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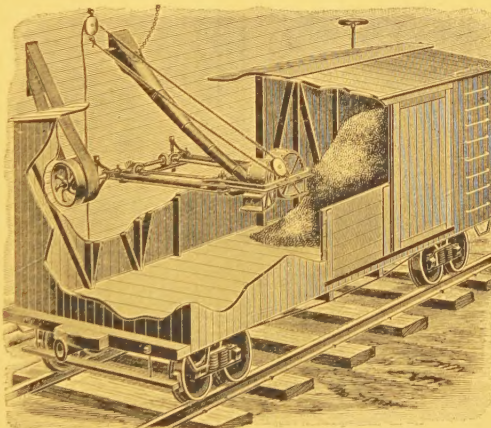
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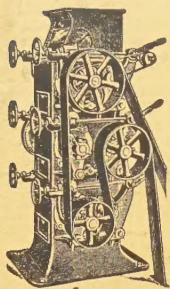
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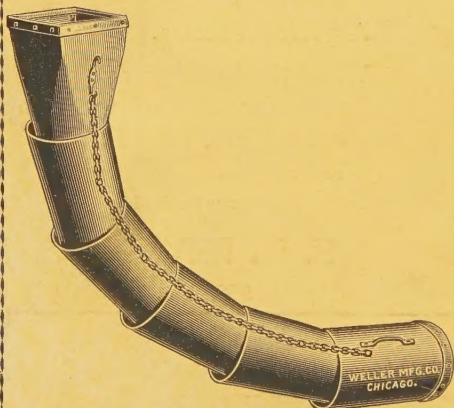
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